



Vairious Times

CORSA Chapter 982



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Through the Gears, by Mike Klaus

The new year is underway and getting revved up for car events. If you weren't able to join us for the fabulous Sweet-heart Cruise in February, March is good time to get the Corvair dusted off, vacuumed, oil changed, air pressure checked, and rolled out of the garage. The calendar is going to get filled up soon with car events.

Even if there isn't a car event on the calendar, if you find a dry, sunny day it is great to get the Corvair out on the road and show it off. The public needs to see our cars more often - it always creates a conversation and some new interest.

I also want to remind you that if you know of a car event, make a note on the NCC forum:

Go to www.NorthCascadesCorvairs.org (our website) and look for "Members Only" and then click on "Forum". You'll be asked for the member password that Fred gave to all members (or write to me if you have forgotten it). Create a New Topic there to tell the whole NCC group about the car event... it need not be an official NCC event for a few of us to gather and have fun!

Next NCC Event: **March 10**, our friends in Corvairs North West have invited NCC members to a potluck and gathering at **Sunset Chevrolet in Sumner**.

Then the **Tulip Rallye is in Burlington**, but not until April 20.

See next page for continuation

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.

Gears, continued

So there are plenty of weeks in late March or early April to get an NCC event together. If you have an idea, send it to me. We can get the group organized and plan a nice event.

It is great to be connected via the new website, the forum and this newsletter... but nothing beats the camaraderie of kicking tires and seeing each other in person. So I hope to see you at one of these spring events.



Sweetheart Cruise, 2013



Last February 16th, about 14 cars met at Bob's Burgers and Brew in Burlington. (that's a lotta BBBBBS.) The rain surrounded our route, but we drove in mostly dry conditions. Fred Hefley had designed a fun, picturesque route around Lake Samish and up through Fairhaven.



Then we went on to the Pfueller's lovely waterfront home.

We were offered 3 different kinds of yummy soups and lots of great breads. The dessert table was bursting with wonderful treats. We milled around, gathered, talked, ate, and generally had a terrific time.

Afterwards, we drove on to a great little gallery, with a big variety of locally hand made items. Some people headed home, while a few die-hards drove just a little south to the tiny burg of Edison, where the Longhorn Saloon was willing to sell us some beers. More talking, and talking, and well, you get the idea. No need to cook dinner that night, just park on the couch and remember a really fun day.



Here are a couple of pictures from that event. There are Lots more on our website. Some were taken by Dan Davis, some by Fred Croydon, and a few by Gale Marple.

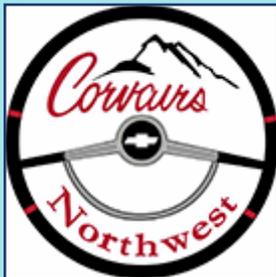
For more photos, go to our website, then Photos > Previous events > 2013 > Sweetheart Cruise. Dave Thompson has the whole site very organized and easy to navigate.



CNW Spring Tune Up

The next event will be held on March 10. It starts at 10 am and goes until 4 pm. It is available for all Corvair owners in Corvairs Northwest, and an invitation has been extended to North Cascades Corvairs. This is all made possible by the generosity of Sunset Chevrolet and Jerry Yoder. This is also a potluck event for lunch. The street address is: 910 Traffic Ave.

Contact Ron Zentner if you plan to go.



Treasurer's Report March, 2013

Beginning Balance on 2/1/13	\$2275.38
Expenses	.00
Income	
Dues	40.00
Ending Balance on 2/28/13	\$2315.38

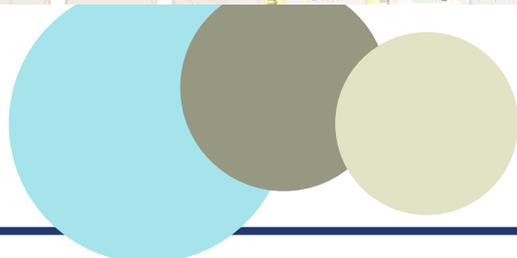
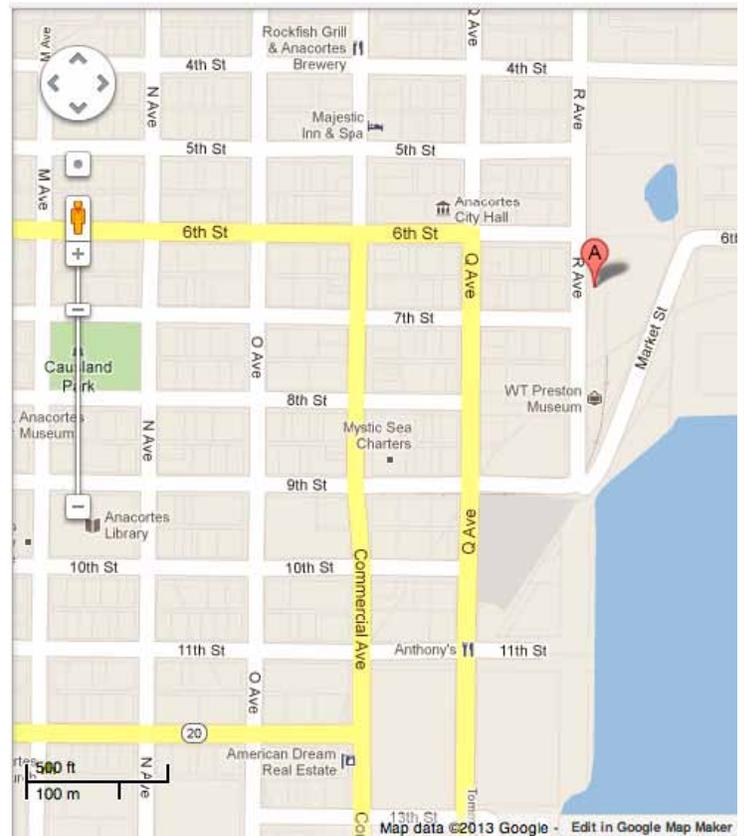
by Fred Croydon

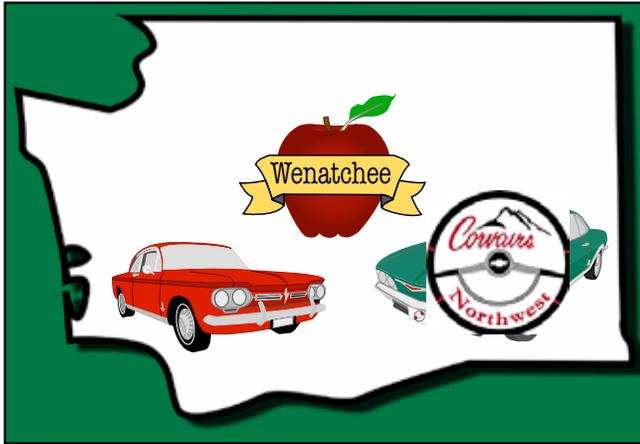
Anacortes Car Show in May

On **Saturday, May 4th**, at the **Arts Depot in Anacortes**, The Anacortes Arts Commission, in conjunction with **Sassy Frass Antiques**, is putting on an art show called "Dazed and Confused". It will feature Retro pieces from the 60s and 70s. There will be photos, paintings, art in other media, and possibly music. It will go from 10 am till 3pm. You don't have to stay at your car if you don't want to.

Many people have jumped on this event and it looks like we will have a good turnout. As usual, Ron Zentner has the sign up list. It is not too late to add your name. Anacortes is a fun town, and will be especially pretty in May.

See map below.





2013 Pacific Northwest 40th Annual Corvair Econorun May 17, 18, 19

Wenatchee, Washington

This year's Corvair EconoRun will be held in Wenatchee on May 17 through 19. Corvairs NorthWest will host this event. The host hotel will be the CoastWenatchee Center Hotel in old downtown. This is a charming area, I am told, with several great restaurants in walking distance.

This is such a beautiful area, with so much to explore, that some of us will arrive a day early, so we will have time to see the sites. The hotel has very good rates for Thursday night.

CNW hopes you join us for this very fun event.

Schedule:

Friday night: Free evening BBQ at a park.

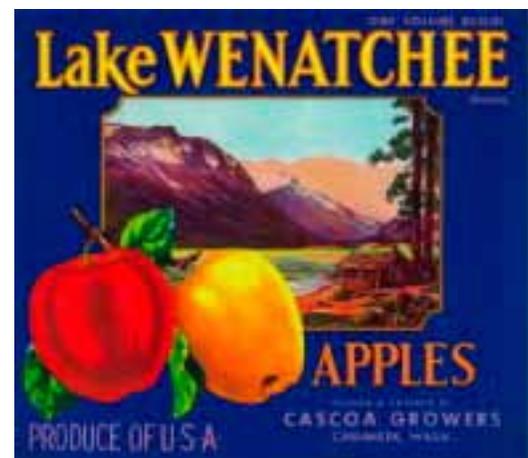
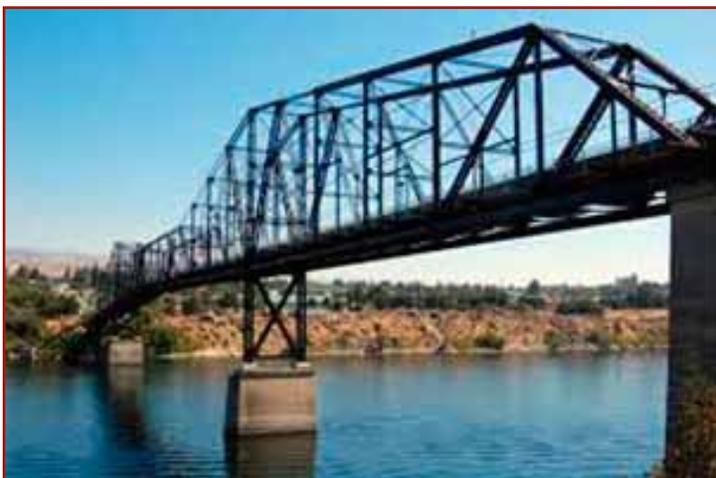
Saturday: the EconoRun

Saturday night: The awards banquet at the Wenatchee Convention Center

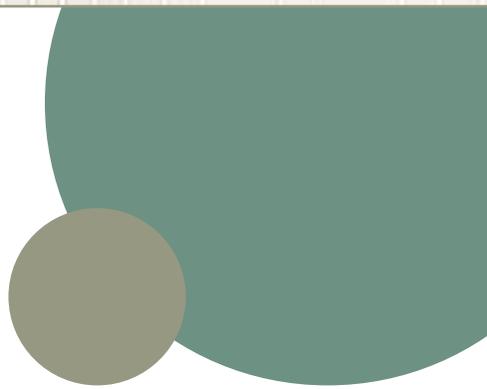
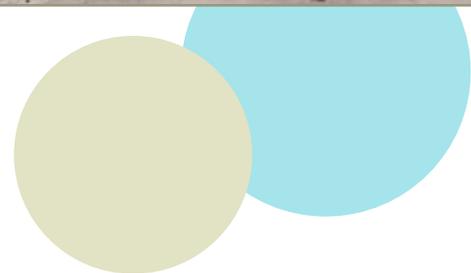
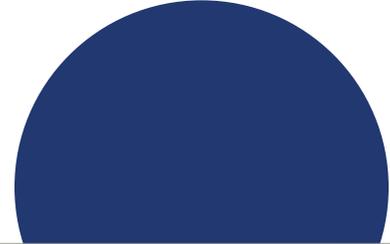
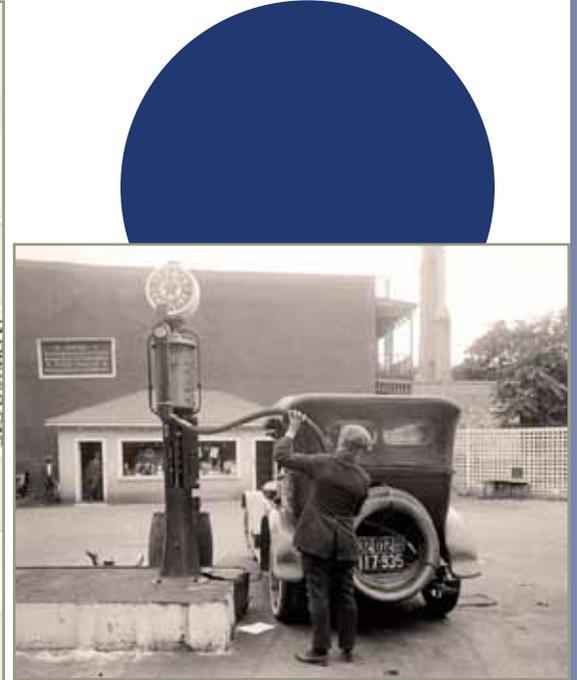
Sunday morning: 9am. a Show n Shine also at the Convention Center.

Contact **Coast Wenatchee Center Hotel** for your reservations. Their rate for this event is \$119, double occupancy, per night. Call: 509-662-1234 or 800-716-6199. *This discount is good starting Thursday night and runs through Monday night. (Someone who has already made reservations says the regular weeknight rate is even less. You may want to ask for it.)*

Further information and registration forms, contact **Joe Phillips** joep@skynetbb.com



Wenatchee Downtown





<http://blog.hemmings.com/index.php>

Ethanol in Gasoline, and its Effect on Collector Cars

Cons of ethanol-supplemented fuel:

Ethanol creates 34 percent less energy than unadulterated gasoline per gallon. This equals a loss in fuel economy of up to 3 miles per gallon for E10 fuels. In terms of heat, ethanol produces 76,330 BTU per gallon, whereas diesel fuel produces 128,450 BTU per gallon, gasoline 116,090 BTU per gallon and LP gas 84,950 BTU per gallon.

The fuel economy gets even worse with E85, a loss of 7 to 8 miles per gallon with its higher ethanol content. **Consumer Reports**, testing in 2006, verified a loss in fuel economy of up to 30 percent in a Chevy Tahoe designed to run on flex fuel when it was tested with both unleaded gas and E85. Poor fuel economy can also be attributed to improper fuel system calibration based on computer feedback from oxygen sensors because of the temperatures needed to burn ethanol.

Virtually any grain considered feedstock can be used to make ethanol, but some grains are better for producing ethanol than others. Corn happens to be one of the worst grains for making ethanol, but we produce so much more of it than any other grain that it was the ingredient of choice for U.S. ethanol producers. In South America, ethanol is produced from sugar cane, which is easier to refine and gives a higher yield per acre than corn (1,200 gallons per acre vs.

300 gallons per acre of corn). The U.S. government did impose a 55 cents per gallon tariff, to prevent the import of sugar cane-based ethanol into the United States, though that tariff has recently expired.

Ethanol is *hygroscopic*, which means it absorbs water more easily than gasoline. That leads to water condensation inside fuel tanks, carburetor fuel bowls and fuel lines where air spaces are present. Water content in fuel will also swell

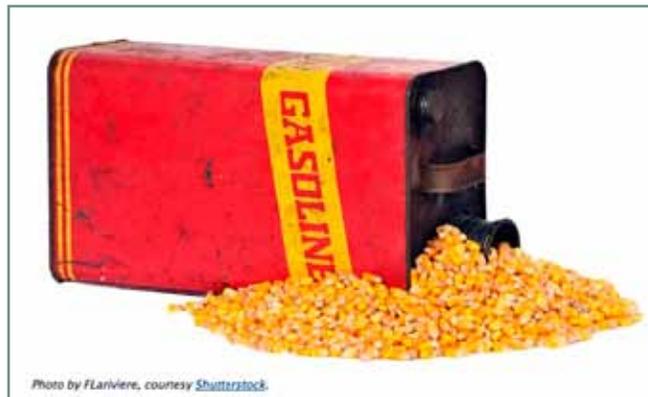


Photo by FLarriere, courtesy Shutterstock.

up the paper filter media inside fuel filters not specifically designed for flex fuels and can thus restrict fuel flow at the filter.

Ethanol also erodes fiberglass tanks, rubber hoses and plastic fuel lines. It contributes to rust in fuel systems by creating condensation in the unfilled portion

of gas tanks. It will also dissolve varnish and rust in steel fuel components. These dissolved ingredients sit in the bottom of gas tanks until they are removed. However, they **will** enter the fuel system if the fuel level in the tank gets too low.

So what is a classic car owner to do? Especially when their car is sitting unused in the garage more than it is on the road? It has been stated that you can counteract the poor fuel mileage by driving at a consistent speed of between 40 and 60 MPH but that doesn't really apply to boats or classic cars that are parked or do not have cruise control in most cases.

More about Ethanol

Here are several recommendations of things you can do that should help. They come from OE marine manufacturers who have been battling these ethanol-related fuel problems:

- ★ Replace any plastic or rubber fuel lines with ethanol-resistant hose or nylon tubing.
- ★ Install a water separator filter in the fuel line leading to the carburetor. Water collects in the filter and can be removed periodically.
- ★ Replace any fiberglass tanks with steel or aluminum.
- ★ Ensure that any O-rings in the fuel system are also ethanol-compatible.
- ★ Keep your tank as full as possible to prevent air space where condensation can form.
- ★ Use specific ethanol-compatible fuel storage additives. These are normally blue in color. Regular fuel stabilizers will not work unless they are labeled ethanol fuel-compatible.
- ★ Shop around for a marina or service station that does not pump E10 or E85. None of these stations will be affiliated with a major gasoline producer, but there are still some out there, es-

pecially in areas around lakes and rivers where boating is popular. You can find a "pure gas" map of many of these stations online at the Historic Vehicle Association website

- ★ Vent your fuel system during storage for extended periods; the moisture your fuel system might absorb from the outside will be less than the moisture created in the air space inside.
- ★ Use a fogging solution in your carburetor during storage to prevent condensation from collecting in fuel bowls.
- ★ Use of isopropyl alcohol-based dry gas will help to absorb system moisture. Regular dry gas is ethanol-based and will only make the problem worse. Isopropyl-based additives actually combine with the water molecules and removing moisture through the combustion chamber.
- ★ Use of a flex fuel-compatible fuel filter where possible will prevent degradation of the paper media in your filter by water in the fuel system.

SEMA has also made ethanol in gasoline one of its legislative priorities, opposing the pending rollout of E15 fuel. For more information on that effort, visit SEMASAN.com.

Here are more shots from our **Sweetheart Cruise**. That's Mike, participating in the Chuck A Nut contest. He had help from many of us.



Barbara Croydon won. That's her on the right.



Fred's Winter Project, part 3



This phase of the project took a bit longer than I expected (what's new here?), but I can say that I am finally done. The pictures show the various points of assembly of the components that had been removed, except for the first one showing the fan before removal for cleaning and painting.

The next photo shows the fan and fan cover back in place after painting. Nothing flashy here, just clean and black. The sheet metal around the motor fits under the fan cover, and the fasteners go through both. For some reason unknown to me, I had great difficulty getting the holes to line up. The fan cover was removed three times to see what might be holding things up. It finally sat in the right place and all went well. Gale got involved in helping to align this and had a good time doing it.



Then a photo of the carbs, throttle linkage, and fuel lines installed. The fuel lines presented another problem with leaks that were expected, and one that was not. The connections were tweaked a bit and everything seemed resolved, but I eventually found that there was a leak in the after market gas pressure regulator. It was removed from the system when I could not figure out why it leaked. You will note the fuel lines do not follow the standard factory layout. There are no rubber hoses, and since the electric fuel pump is at the back of the tank under the car, all lines run across the front of the motor.



This photo shows the compartment as I was finishing up. Everything was in place except for the air cleaners.

You really need to look closely at the details to see the change.



(Fred's Winter Project, continued)

The next two photos show one area at the back left corner of the compartment. The first is before the job, and the second is after.



The final photo is after the job was completed, and the distributor adjusted back to 18 degrees before top dead center.



North
Cascades
Corvairs



N C C Communications

The new communication system for North Cascades Corvairs has been fully implemented. The "Under Construction" sign has been removed from the home page. Dave Thompson has been doing a great job on the site, and you will see regular additions as it is updated to keep you informed on current events.

<http://northcascadescorvairs.org/>

The **Group Email** plan is fully in operation. Any member wishing to send out an email to all other members of NCC can do so by addressing it to

nccorvairs@googlegroups.com

If you would like to send an email only to the **club officers**, you should use

northcascadescorvairs@gmail.com

Ron Zentner, our VP, will be our contact for all events you are planning to participate in. He will put out a list of those attending. Email Ron at:

rczentner@frontier.com



Installing Intermittent Wiper feature into a Corvair

Probably every one of us appreciates the "intermittent" wiper function on newer cars. Whether it is just sprinkling, a heavy dew, or foggy, it is nice to have them make one swipe every several seconds instead of constantly moving. Wouldn't it be nice to have this same feature in your Corvair?

A new product from **Revolution Electronics** (available from Clark's as PN C13088) allows exactly that. If you have the two-speed wipers, this module allows you to upgrade to



intermittent wipers. Also, it does this without changing your switch or motor. Your dash will still look stock. www

The heart of this product is an electronic module with 8 wires. Even if you are intimidated by electrical projects, you should not let the thought of this one overwhelm you. The most difficult part of this project is the removal and re-installation of the switch itself. Well, you do have to use some type of continuity tester, but most people understand how to do that and if you don't, it is very likely you know someone who does.

For complete instructions and great photos on installing this in a 65 Corvair: **Please go to our website for the rest of the article. Click on Useful Internet Links, then Corvair Parts and Services.**

32nd Annual TULIP RALLYE



APRIL 20, 2013
Sponsored by the MG Car Club NorthWest Centre

Be sure to sign up for the April 20th Tulip Rallye. It is put on by the MG Club / North West Center.

Arrive at the Cascade Mall, south end, between Sears and the freeway at about 8 am. It is a good idea to pack a picnic lunch for after the rallye. With 5 Corvairs, we can have our own trophies.

Entry fee is \$12 in advance, or \$15 on event day.

Call David Ellis at 425-277-1086 on work days or 425-691-0440 on his days off, whenever those are.

Or you can email him at: tuliprallye@aol.com

