



Vairious Times



Chapter 982

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Little flat 6 and 4 speed going thru the gears.....

I've had a couple of great Car Guy weekends recently. I drove down to Cornelius Oregon on Sept. 20 for the Corsa Oregon's "Corvair College" which was excellent as usual. Steve Brown's Corvair Estate is terrific and there were plenty of great Corvairs there, over 35, I bet. Troy Hull and I were checking out the assembled group. He showed me an original owner, early build 1962 Monza Convertible. A great bit of Chevrolet history still having fun over 51 years down the road.

One of the most amazing cars there was not a Corvair, though! It was a Chevelle - yeah, I know but check this out: Not an ordinary 60s supercar, NO! This is a 1967 "Concours Estate". Not an ordinary station wagon either as this was likely a factory order special build. It was truly "loaded" - Air Conditioning, Deluxe belts, Power windows, Remote Mirror, AM/FM Multiplex Stereo, "blinker" Tachometer. Most unusual is the V8 w/ 4 speed transmission equipped with console and the Strato Bucket seats - original according to the code on the Fisher Body ID tag. I've never seen one like this before, and I've been to quite a few Chevelle shows. The owner brought it along to carry his Corvair parts for the well-stocked swap meet.



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

I found a few goodies to bring home. It was a great learning experience along with great Corvair Friends and a fabulous Potluck/Grilled lunch under a gorgeous end of summer day.

The next Saturday, I went to Brownsville's Annual Car Show dubbed B.A.D - (appreciation day), a community event at the marina by the bay. There is wonderful grassy knoll that is filled with the early arrivals and then a big parking lot for those who got up a little later.

Lauren Burton was working the show along with Rob Leone and family. Her beautiful 1963 Monza Convertible must have been first car there! Dick Hull brought his straight stock Marina Blue 1966 Corsa Convertible 140, Bill Kelley brought his mild custom 1965 Corsa ragtop with Dean Smith along for the ride. Ron Backman brought his beautiful Black Corsa Coupe up from Lacey.

I had a great time talking with some of the car guys there. Alex drove his 1910 Baker Electric and was very happy to explain all the joys of bringing this one back to the roads. Oldest car there, for sure.

Dick Voorhees was a fountain of knowledge with his self-built '32 Ford Roadster hot rod. Had a fabulous supercharged flathead with Edelbrock finned heads, and sounding really bad - in a good way, of course! Body was welded together by Dean from new stampings from a shop in Reno. Beautiful light green with Saddle leather interior. Also met Jim with a 1970 Buick GS 455 - dark metallic blue with deluxe black bucket seats/console shift interior. He has rebuilt it to a beautiful stock "banker's hot-rod" as it was when new. He's had it for 40+ years and enjoys driving it every summer.

Several young military interns there, along with plenty of military vehicles, including a half track and other great hardware. It's a great annual show, but they are going to rebuild waterfront the area, so it will be "on hold" for a year or two. Another perfect Car Show Saturday.

—Danny Davis



BAD Line Up.



BAD Chevelle



Rrrred, anyone?



Bright and cheery. Not stock, but great.

New Members

Welcome to Ron and Trish Lehman of Friday Harbor to North Cascades Corvairs. They have a 1962 Corvan which runs but is under restoration. He owned a similar Corvan in the late 70's, and most of the 80's. He traveled cross-country, and camped often. He rebuilt the engine, and is familiar with the Corvair systems. He will be turning the present van into a camper.

They should be at the meeting on October 11, at the Amigo Restaurant in Stanwood.

—Fred Croydon

Treasurer's Report

Beginning balance	2576.61
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Income

Dues	20.00
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Expense

Logo Patches	92.75
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Ending Balance 9/27/14	2503.86
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—Fred Croydon



NCC Fall Wine Tour

The 2014 North Cascades Corvairs Fall Wine Tour was organized by Lauren Burton, and started at Chateau Ste. Michelle in Woodenville. A beautiful old building turned into a spectacular facility for processing and packaging their wines. Club members received valuable information on the tastes, appearance, and smells of testing the various wines. All are now experts.

One of the stops was at the nearby Redhook Brewery and restaurant for a great lunch. Everyone was pretty hungry as the food was gone shortly after it was served. A very busy place, but a great menu with very tasty food.

The tour continued to several other wine tasting establishments in the general area. Lauren put folders together explaining the routes, the wines, and the foods that we experienced for all to have an aid, as they proceed to their next wine tasting location.

If you missed this event because you thought it was too far south, you need to rethink your touring area. You missed out on a great tour with your Corvair, and an excellent array of tastes and smells.

—Fred Croydon



Our first stop was Chateau Ste. Michelle. This was a wonderful place, big and beautiful. That evening, they were to host a Crosby, Stills and Nash concert.

NCC Wine Tour, September 2014



Logo Patches

The logo patches have arrived. We have decided to provide one patch per membership for free. Many have ordered two or more. The second and subsequent ones will be \$1 each. Please plan to pick them up at the Oct. 11 meeting in Stanwood. If you need them mailed, you will also need to pay for postage.

—Fred Croydon





Stanley Steamer



Ummm. Burgandy leather...

Vintage Cars in Oak Harbor

A last minute note from a friend about a fleet of Vintage Cars (nothing newer than 1916) touring Oak Harbor prompted a change in plans, and a drive to Oak Harbor. What a treat! I am sure there were more than 30 of these great cars of the past, but could not get a good count because they were driving back and forth between two locations. One location was a retirement home to bring back memories of those residents. The second location was the PBY Naval Air Museum.

Pictures try to show some of the beautiful detail of the designs of the past. Most folks may see these cars in a museum, but it is amazing to see them being driven. The club was on a weeklong tour of several towns in the area between Anacortes, La Conner, and Whidbey Island.

As a side feature, we toured the naval Air Museum, and this should be on the list for a club tour in the future. Featured exhibits include early Oak Harbor and Deception pass, the PBY Catalina aircraft, World War II display of equipment, Korean War exhibit, and a great video of the history of the era.

—Fred Croydon



Reo, driver's side.



Caddie, 8 cylinder.



Straight Eight





Out and About by Mike Klaus

Mike Klaus was out in Eastern Washington recently. On the return trip he stopped at the same Family Grocer our Corvair caravan had visited on our way to the 2013 Econorun. Right there in the parking lot was a '66 Corvair, looking sexy with its top down!!

Mike hung around until the owner came out of the store. The owner, Troy, lives in the Gold Bar area, and is not currently a member of the Corvair clubs. Mike encouraged him to look us up again ... it is a great way to stay connected, even if one lives remotely. It was fun to run into another 'vair and bring back good memories of the Econorun in Wenatchee!

From John Bolender:

Friends, I am embarking on a venture to refurbish one of the last made 1964 RAMPSIDES [No threat to you, Kent S]. Please contact me if you can contribute any pretty good sheet metal. I have a driver door, a tail gate and an engine cover. Contact 206/824-6915 and jwbol@juno.com. Thanks, John Bolender

Also from John Bolender:

It's time for someone else to enjoy my 1966 Monza 4 door. It is Aztec Bronze with good chrome and glass. A perennial second place trophy winner. Photos later. Yours for \$2200. Contact 206/824-6915 or jwbol@juno.com. John Bolender

For Sale From Bob Sullivan:

I have decided to sell our Red '66 Corvair Monza Convertible (buying a '62 Rampside) and only enough room for one Corvair. Since I've had the car, we've replaced Front and Rear Suspension including heavy duty shocks and new springs, put a Dual master Cylinder in, and added a new Luggage Rack to the rear deck. It has Krager Classic wheels with Firestone White Letter Tires.

GLASS IS PERFECT, the Engine is a Rebuilt Short Block with 140 heads (maybe 1000 miles on it since build), Trunk area is immaculate, NEW FRONT SEAT-BELTS, a working Factory AM Radio, very nice Red Interior...all on a Two Speed PowerGlide transmission!

I will attach pictures as soon as possible. \$12,500.
206-375-5241 cell Thanks,

Bob Sullivan, CNW member, Corsa member



October 11 Meeting of NCC

Mark your calendars, and Be There! We will converge in Stanwood, at Amigos, the Mexican restaurant at 265th St. NW, in the Stanwood cinema complex. Starts at 1 pm. This will be our annual meeting, and cover discussions and nominations for 2015 officers. We will also get into the planning for the December 6 club potluck, and celebration of the 50th anniversary of the introduction of the Late Model Corvair.

Note from your editor: I will Not be staying on as newsletter editor after December, 2014. After 4 years, it is time to turn over the wheel to others. "Someone" in the club, that means You, needs to step up to this job. Please do not assume Fred Croydon will just do it. His wife won't let him. Time for some new energy.

editor, Gale Marple

Langley by Fred Croydon

Eric Taylor has been after me for a couple of years to attend the Langley Cruise In and Car Show. This year I finally made the trip, and had a wonderful time. Gale drove the Forester, while I drove the Corvair, as I decided it would be better to have a driver to check things out.

We arrived in Langley on Friday afternoon, checked into the hotel and relaxed a bit before getting a bite to eat. We decided to check out the town that evening, and drove into what appeared to be the center of the activities, parked the Forester, and watched the Cruise-In part of the big event.



91 Year old owner and her friend.



Absolutely amazing, as many of the classics and muscle cars were cruising up and down the main street, two abreast, on a four lane undivided road. What do you have when two muscle cars run along-side of each other? Short bursts of speed as they lay a strip of rubber on the blacktop. Then brakes as they rapidly approach the cars ahead.



I have no idea how many cars showed up, but have heard through the grapevine, anywhere from 1000 to 2000. There were 4 Corvairs from BC, and our lonely Corvair from the US. I could not get around to see all the cars, let alone the many side show events on the schedule.

Hot and sunny, and lots of people interested in the Corvair, as usual. I guess it was a popular car in Canada judging by the many stories folks had about their time with them.

Clearly a great event... maybe the best this year for us, and we will plan on attending next year.



Langley, from Gale's View

We had a grand time in Langley. Going up the night before was one of our best ideas ever. The Cruise-In part was great fun. Always good to see the cars in motion. It was such a huge show that there was no way anyone could see all the cars there.

I became enchanted with all the Canadian-built Pontiacs, because they have different names than those in the U.S. They also were built with a mixture of parts from several models. The Beaumont has a GTO dash, one owner told me.



Chrysler Windsor dash, 1940-ish

I picked up this info from: https://history.gmheritage-center.com/wiki/index.php/Canada_Only_General_Motors_Cars I'll pass a little on to you.

In 1953, the name Laurentian was adopted for the top of the line hardtops. Then big changes in body style and names came to Pontiac in 1958. While still Chevy based, the Oshawa plant-built cars were now available in three models: the low priced Strato-Chief, the Laurentian and the top line Parisienne.

For model designations, the Strato-Chief, Laurentian and Parisienne counterparts in the U.S. were the Catalina, Star-Chief and Bonneville.

The Acadian name first appeared in 1962 on the Chevy II based Pontiac in Canada. This compact featured different upholstery, grille and trim work from the Chevy II, and was available in the Invader, Canso and Beaumont series.

In 1964, the Beaumont name was given to Pontiac's version of the new Chevelle, which was built in Canada in all body styles, with Chevy engines throughout the 1960's until Oshawa started build-



The Laurentian with a Parisienne behind it. Top left is a Beaumont Acadian.

ing Tempests in 1970.

The names given to the Canadian Pontiacs were very nationalistic, and in most cases, the model names were French in origin. The name Laurentian pertains to the St. Lawrence River. Parisienne is feminine in nature, meaning a girl or woman of Paris. Early French settlers in the Maritimes were known as Acadians, and the cape and waterway between Cape Breton and the Nova Scotia mainland is called Canso. There is a town in Quebec called Beaumont, while the name Invader means to intrude upon or enter forcefully.

Got all that? Me neither. There won't be a quiz coming up anytime soon. I just thought it was interesting to hear what Canadian models compared to which U.S. Models. Turns out, it was much more complicated than that.

Langley from GM, con't.

No need to think I've turned my back on American cars. Not at all. There was so much beautiful American Steel on display that I almost wore out my camera. Love those 40s and 50s styles!

Following are some photos of my favorites. Hope you enjoy.



1948 Dodge, American



Chrysler Windsor Canadian

My favorite, The Ford Sunliner



This is a Fargo. American-made by Chrysler, nevertheless, this one was named Welsh Fargo. I love the vertigal radio.



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