



Volume 7, Issue 8

CORSA Chapter 982

September 2008

Meeting Agenda 9/16/08

- Last meeting's minutes
- Treasurer's report
- Membership
- Old Business
- New Business
- GM's One Hundredth
- Cruzin Magazine
- October Nominations
- Upcoming Events
- Corvair College
- Winery Tour
- Great Western Fan Belt Toss
- Items wanted/for sale

Vairious Thoughts

As the summer of 2008 quickly recedes, this issue will review and reflect upon many of the Corvair activities that took place over the last few months. I have tried to capture everything from the CORSA convention in June to last month's meeting at the Hintz's.

Every three years, the CORSA International Convention is held at a Western Division venue. This year, it was hosted by the Los Angeles club, Corsa West and held in Ventura, CA fairgrounds. NCC was well represented at the convention. See the list of convention results on page 9 and the pictures on page 3 for more details.

This year the Northwest Econo-Run also took place during the summer. It was hosted by the Columbia Basin Corvairs club and held in Pendleton, OR. From the drive over there to the root beer floats and Eastern Oregon sunsets, Mary Ann and I had a great time.

[Click here](#) to view pictures from this event at our club web site.

Summertime in the Northwest is also the most important months for car shows. Coming right after the convention was the Twin City Idler's show in Stanwood. Challenger Ridge and Carpenter Creek wineries had shows for the first time this year. And the grand daddy of all local Corvair shows, Corvair Northwest's Discontinued and Orphan show at the XXX Drive-In in Issaquah. As you will see in the following pages, NCC members did very well at all those events.

But wait! There's more! September 16th marks General Motors 100th anniversary. Inside is a reprint of a column by *Car and Driver* editor Csaba Csere on his thoughts about that milestone. Hint: He mentions Corvairs. It appears here with permission. And on page 4, there is a copy of a story that appeared in *The Skagit Valley Herald* on the good work being done by NCC members Matt and Cheryl Kaufman.

And finally, don't forget that we will be meeting at the Eagle Crest restaurant in Arlington for the first time this month. The meeting start time has changed to 6:00 PM also. Hope you can make it there on the 16th!

Bill

North Cascades Corvairs Officers

President

Bill Chellis

Vice-President

Andy Clark

Secretary

Fred Croydon

Treasurer

Beverly Kaufman

Web Master

Jeff Lee

News Flash!!

After publishing the newsletter, the latest *Corsa Communiqué* arrived with an article written by member Dan Morsk. The article is a memorial to his dad, their work together on Corvairs and how Dan perpetuates that legacy today with his own son. See pages 13-15 in the magazine for his article.

NCC Meeting Minutes from August 17, 2008

The meeting was held at the home of Paul and Ruth Hintz at a potluck picnic on August 17, 2008, and was called to order by President Bill Chellis at about 3:15 pm. There were 16 members present.

- Bill announced that he received a flyer with a notice for a thank you celebration from the Washington Dairy Association that was held on August 23 in Curtis, Washington.
- There was a discussion on where and when the meeting should be held next month. On Bill's suggestion, it was decided to have it on September 16 at the Eagle Crest in Arlington, and it would start at 6:00 pm. A map of the location will be circulated by Bill.
- Bill announced there would be a Burgermaster Cruise-in on Friday September 5 in Mill Creek with Corvairs Northwest.
- Bill suggested we should consider a listing on the Cruzin Magazine car club roster. The cost is \$12/year. After a brief discussion, it was moved by Fred Croydon, and seconded by Andy Clark. It was approved by all, and Bill was to call the magazine to make arrangements.
- Bill reported that he and Ron Zentner attended the North Cascade Street Rod (NCSR) show at Carpenter Creek Winery. Ron won the Fan Favorite award. NCSR meets Fridays at 7:00 pm at the old Albertson's parking lot in Mount Vernon.

NCC Meeting Minutes cont'd

- Bill said he would be reporting on the Corvair Convention in Ventura in a future newsletter. Andy Clark won Senior Gold with his newly finished coupe. Kent Sullivan's Corsa took Gold also.
- The winery tour is scheduled for October 19, 2008.
- There was a brief discussion about the Concours judging at the Ventura Convention led by Roland Martin.
- The fabulous chicken for the picnic was furnished by the Kaufman's (NCC members) of the Reverie BBQ in Mount Vernon.

The meeting was adjourned at 4:00 pm.

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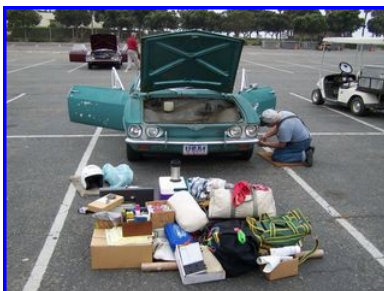
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CORSA Convention June 23-27, 2008

Thanks to Ron Thompson and Jim Brossard for sharing their photos.



More 2008 CORSA Convention pictures are available at our club web site:
http://northcascadescorvairs.org/photos/corsaconv_p1.html

Reverie BBQ wins humanitarian award

August 08, 2008 - 03:30 PM

by Staff Report | Skagit Valley Herald

MOUNT VERNON -- Reverie BBQ of Mount Vernon has won state recognition this summer for its work to feed the poor and homeless.

The restaurant sells food all month so that it can provide free meals to those who need them on the last five nights of the month - when money is often especially tight for low-income people.

The humanitarian award through the Washington Restaurant Association came with a \$500 cash prize.

Those winners qualify to compete in a national competition with contestants in 49 different states in Washington D.C. in December.

Reverie BBQ owner Cheryl Kaufman never saw the e-mail notifying her that Reverie BBQ won at the end of June, but she received a phone call July 31 asking her if she would attend the national award ceremony. They suggested she use her \$500 to fly out. But she knew where that money would go -- toward fresh vegetables for a growing number of hungry people.

Now, she has a special reason to hope for a win at the national level -- a prize award of \$5,000.

Cheryl and her husband Matt Kaufman could use the help. Last month, Reverie saw record numbers of people coming in for a meal. The group served more than 1,000 people from July 27 to 31. The first year they opened, they served fewer than 200 in a week.

All the money earned at the restaurant during normal business hours pays for the free meals.



Reverie BBQ of Mount Vernon, owned by Cheryl and Matt Kaufman, won a humanitarian award from the Washington Restaurant Association for its efforts to feed low-income and homeless residents.

This article was originally printed in the Skagit Valley Herald on August 8, 2008 and is reprinted with their permission. All copyrights are owned by the Skagit Valley Herald and goskagit.com. The original article can be viewed at http://www.goskagit.com/home/article/reverie_bbq_wins_humanitarian_award/.

Congratulations to two of our newest members for this wonderful achievement and award! The work you do for the less fortunate is commendable and the club is excited to see your community efforts highlighted in the local news. Your selfless act of generosity is seldom seen in today's news and one can only hope that this article will inspire others.

We are proud to have you in our Corvair club and wish you all the best this coming December in Washington, D.C. Please read the following article to discover what two of our members are doing in their local community!



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NCC Club Meeting / Picnic July /August 2008



More club meeting/picnic pictures are available at our club web site:
<http://northcascadescorvairs.org/photos/picnic.html>

General Motors Celebrates a 100-Year History of Technological Breakthroughs - Column

The Steering Column

BY CSABA CSERE
September 2008



We are coming up on September 16, the day 100 years ago that William Crapo Durant incorporated General Motors. Durant's creation is a business saga about which much has been written, including the fact that Durant ended up unloved for his efforts and died penniless in 1947. As an engineer, however, I'm much more fascinated by GM's heritage of technological progress, invention, and even daring.

In the company's first 50 years, GM could claim to have invented, among other things, the electric starter, the mass production of cars with interchangeable parts, high-octane leaded gasoline, the automatic transmission, the manual transmission with synchromesh for easier gearshifting, and the high-compression V-8 engine. But being a self-centered baby boomer, I'm captivated by GM's technological adventures that took place during the Sixties, when GM was at the top of its game.

To kick off the decade, [Chevrolet](#) introduced the 1960 Corvair. The brainchild of Chevrolet general manager Ed Cole, the Corvair was thoroughly unorthodox. It was the only American car that had an air-cooled engine, and that engine—made largely from aluminum—was located at the rear. It was the lone American with an independent suspension at all four wheels. Not to mention it was compact and slung much lower than the behemoth sedans of its day. Designed in 1957—then as now, all-new models took some time to bring to market—the Corvair was conceptually identical to the [Porsche 911](#) concept that would debut at the 1963 Frankfurt auto show. For 1962, Chevy even offered a Monza Spyder model with 150 turbocharged, if exaggerated, horsepower, foreshadowing the [Porsche 911 Turbo](#) that would appear 12 years later.

Going from 0 to 60 mph, the Corvair Monza Spyder Turbo could barely break 10 seconds, which was none too quick even in 1960. More importantly, the rear-engined Corvair, designed at a time when all cars wore the same size tires front and rear, relied on a large differential in tire pressure (15 psi front, 26 psi rear) to maintain reasonably stable handling. But just about every other car on the road used the same tire pressure all around, and when a Corvair's tires were inevitably inflated with equal pressures—as they accidentally would be—the result was big-time oversteer. The resulting accidents didn't help the car's sales and attracted the attention of a young attorney named Ralph Nader, who used the Corvair's peculiarities to achieve fame as a safety crusader. Moreover, the Corvair hit the market just as the muscle-car era began, and even a greatly improved '65 Corvair couldn't compete against cubic inches and brute force.

A few years later, GM departed from the existing mechanical orthodoxy in a completely different way with the 1966 Oldsmobile Toronado. This car had a 7.0-liter, 385-gross-horsepower V-8 in the traditional forward position, but it drove the car's front wheels. It was, by far, the most powerful front-drive production car ever built—both at the time and to this day.

(Article continued on page 7)

General Motors Celebrates a 100-Year History *(article continuation)*

The key to making this powertrain work was the three-speed Turbo-Hydramatic transmission that an engineer named Bob Stempel—some three decades later he would become GM's CEO—essentially broke in half. Stempel bolted the torque converter to the engine in normal fashion but separated the rest of the transmission, turned it completely around, and mounted it next to the engine's oil pan, pointing forward. A two-inch-wide silent chain made up of 2294 individual pieces, the kind used to drive camshafts in those days, connected the torque converter to the remote gearbox. At the output end of the transmission, near the front of the engine, was a compact differential. From the left side of the differential, a universal-jointed half-shaft went to the left-front wheel, and on the right, a short shaft went through the engine's oil pan where it hooked up with an equal-length half-shaft on the right side.

It was an excellent car, extremely well received. It didn't hurt that the car had an elegant design—one of the first anywhere in which the roof flowed smoothly into the lower body without any clear separation. The novel driveline weighed about 170 pounds less than a conventional rear-drive setup, provided a flat floor and increased interior space, and proved reliable. In fact, the basic layout also was extended to the [Cadillac Eldorado](#) and [Buick Riviera](#) and remained in use until 1985.

Today, General Motors is developing another car that is at least as bold a move as were the Corvair and the Toronado. It's the [Chevrolet Volt](#), a plug-in hybrid that debuted at the [2007 Detroit show](#). GM has promised that the Volt will hit the market before the end of 2010. To make it work, GM will have to perfect not only the first serial hybrid powertrain ever brought to market, but the corporation will need to also develop, thoroughly test, and figure out how to build the largest lithium-ion battery pack ever to see mass production.

General Motors might be a centenarian, but the company hasn't lost its willingness to assault technological boundaries.

Reprinted with permission from Car and Driver, September 2008 article [General Motors Celebrates a 100 Year History of Technological Breakthroughs](#).

North Cascades Corvairs Business Cards

The example here shows the front of my card, and if you would like to have some of your own, call or write me, and let me know what you would like on yours. The card stock I use, printable on both sides, allows a picture of your car on the back. I can produce them for about ten cents each. So, for a dollar you can have a sheet of ten cards. Just get me a picture of your car in the pose of your choice.



Fred Croydon

439 Modoc Way
La Conner, WA 98257
Ph: (360) 466-2266

e-mail: fredngale@wavecable.com

CNW Discontinued & Orphan Car Show August 2008



NCC Award Winners

2008 CORSA Convention Results

Congratulations to our club award winners!!



Concours d'Elegance

Andy Clark - 66 Monza - Gold

Kent Sullivan - 66 Corsa - Gold

Car Display

Roland Martin - 61 Lakewood - Specialty

Autocross

Shaun McGarvey - 60 700 Sedan - Street Stock 1 - 1T

Roland Martin - 61 Lakewood - Improved Stock 1 - 1T

Yvonne Martin - 61 Lakewood - Improved Stock 1 Ladies - 1T

Dan Morsk - 65 Corsa - Street Modified

John Barnes - 66 Corsa - Vintage Competition - 2T

Model Car Concours

Trent Morsk - Grandpa's Corvair - Modified - 1T

CNW Orphan Show

Andy Clark - 66 Monza - LM Closed 1st

Yvonne & Roland Martin - 61 El Corvino - Specialty 2nd

Carpenter Creek Winery

Ron Zentner - 65 Corsa - Fan Favorite

Blaine 4th of July Show

Fred Heffley - 64 Spyder - Convertable 1st



Ron Zentner receives the Fan Favorite award from Reed Harlow at the 1st Carpenter Creek Winery car show. Reed is the president of North Cascade Street Rod Association, which sponsored the show.

NCC Treasurer's Report

Balance Forward **\$460.09**
July 1, 2008

Income

Dues	\$ 20.00
Merchandise	\$ 0.00
Donation	\$ 20.00
Advertising	\$ 0.00
Total Income	\$ 40.00

Expenses

Merchandise	\$ 0.00
Reverie BBQ	\$ 56.70
Total Expenses	\$ 56.70

Ending Balance **\$443.39**
August 31, 2008

Beverly Kaufman, Treasurer



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Upcoming Events

SEPTEMBER 2008

5 Burgermaster Cruise with CNW

13 LaConner Classic Yacht and Car Show
(888-642-9284 or 360-466-4778)

16 NCC Club Meeting
Eagle Crest Restaurant, Arlington
Meeting starts at 6:00 PM

Note: New date, time and location

19-21 NW Corvair Roundup Boise, ID
Contact Chuck Yell 208-888-4768
Or Brenda Stephenson 208-459-6479

27 Jerry Chambers Chevy Show Bellingham
360-733-7997

27 Corvair College Eagle Creek OR
See Bill for more details

OCTOBER 2008

NCC Club Meeting (*Date & Location TBD*)

11-12 Monroe Swap Meet

19 2nd Annual NCC Skagit Valley Winery Tour

31- Nov 2 Great Western Fan Belt Toss and Swap Meet
Costa Mesa, CA Contact Vintage Corsa

NOVEMBER 2008

NCC Club Meeting (*Date & Location TBD*)