

Bay State Corvairs Vairforce

Volume 44 Number 2
Spring 2017

*The car season is upon us and club dues are now PAST DUE !
If you haven't yet paid, we're sure it was an oversight but we
will miss you!*

*Please remit \$25 made out to BSCC and forward to Peter Roca
(address on Page 2) to continue to receive the BSCC Vairforce.*

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Front Cover: Sherman tank at WW II Museum

At the center of the Museum, this Sherman tank dominates the space and is surrounded by examples of American weapons and technology that emerged during the war.

Back Cover: Upcoming Events

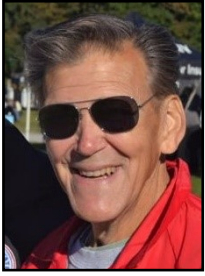
The Bay State Corvaire Club is the original Massachusetts chapter of CORSA (#017 of the Corvaire Society of America), established in 1974.

Club meetings are typically held the last Wednesday night of each month (except December) at 7PM at the Tavern from Tower Square, 119 Washington St., Plainville, MA.

***Dues are \$25 per year.
Renewal of Membership occurs in January.***

For new members joining in October-December, dues will also include the following year's membership.

Check out the club website at
www.baystatecorvaire.org



View From the Front

By Ray Bombardier, President BSCC

Happy Spring? Well at least that's what the calendar says. This has certainly been a long winter. I was hoping to already have the Corvairs out of storage, serviced and ready to roll by now; hopefully soon. My '62 finished the year with a problem with the directional. I'm all set if all I want to do is take left turns. The '65 has had its motor rebuilt but still needs some final tweaking of the carbs and the break-in oil changed and then I think it will be ready to reinstall the A/C unit. If it turns out as good as I hope then 'Black Beauty' (my '62 Monza), will be up for sale later this Spring. A super reliable car that has proven to be bullet proof for many years. It will make a great driver for someone.

Kathy and I were in Florida for most of the month of March so we missed the trip to the BaHa Bros. in Taunton. From what I've heard it was a great afternoon. There is a review of this event in this newsletter. On April 8th the club went to the World War II Museum in Natick. On the 1st we lost an old friend's mother. Carolyn was a wonderful lady who we remained close with over the years and we'll miss her dearly. Her funeral will be on Saturday at the same time as the Natick Museum event so we'll have to miss this. You have to do what you have to do. We try, but as much as we'd like, we can't be everywhere for every event.

We had a well-attended monthly meeting for March. Thanks to all who attend the club's monthly meetings regularly. I know some of these meetings can be a little boring so I try to interject a little humor into them. I can't say enough for the effort our members who volunteer as refreshment hosts provide each month and their efforts are very much appreciated by all who attend. *Thank YOU!!* Thanks also to folks like Jim Bengiovanni and Buddy Brennan and a few others who come most months with a little something to add as a 2nd chance drawing at our monthly 50/50 drawing; it's very generous of them! We have a number of folks who have been members for well over 20+ years. As I've said before, it's the Corvairs that brought us together but it's the *people* that keep us together. As *Bay State Corvairs* enter our 43rd show season, let's reflect on what makes us such a great club – the people! I'm very proud to be a member of our club.

So in the spirit of Spring and 'new beginnings' let's all make an effort to be good members. How can you do that? Well, by participating in organized club events when-ever you can. Paul & Mary Botelho our Events Coordinators are doing a terrific job lining up events for our group. I realize this has been a long winter and spring has been slow to arrive but we have our club's Annual Spring Brunch planned for Sunday, May 21st at *The Willowbrook Restaurant* right on Route 16 in nearby Mendon, MA. This has traditionally been our kick-off event of the year. Most everyone has their cars out of storage and show up driving their Corvairs making for great photo opportunities.

Richard Lentinello, Executive Editor for Hemming's Classic Car, plans to attend a MA Cruiser's *Bass-Pro Cruise Night* in Foxboro, the Bay State Antique Auto Club's big show at the Endicott Estate in Dedham on July 9th and our *Clark's Fall Classic* on September 16th. Rich Lentinello looks quite favorably on the Corvair and is compiling a book about them. You may recall that Rich was the keynote guest speaker at the 2012 *CORSA International Convention* that was held in Sturbridge, MA and a good friend to Bay State Corvairs.

With the promise of better weather on the horizon, let's all make an effort to get our Corvairs out of the garage and out on the road. I'd love to see a good showing of Corvairs in *The Tavern* parking lot at our monthly meetings. Starting with this Spring issue of *The VairForce Newsletter*, you can look forward to monthly updates as to what's going on, reviews of shows, interesting articles and member's submissions as well as editorials and classifieds, all this right through the end of the year. You've chosen a wonderful and unique collector car and you all belong to a great club. Let's make the most of both during this upcoming 2017 show season. Hope to see you (and your Corvair) at our May 21st *Annual Spring Brunch*. ***Happy trails, Ray***

Secretary's Report - February 22, 2017 Monthly Meeting



President, Ray Bombardier, called the meeting to order at 7:05 welcoming all present and noting three new faces. We were all happy to welcome Mark Meachen, and also Dan Vines and Michelle Parsons.

Officer Reports:

- ◆ VP/ Membership Chairman, Dave McMillan, reported 66 members as our current enrollment.
- ◆ Peter Roca's Treasurer's Report was accepted as read.
- ◆ Secretary, Ginger DeValk had nothing to report.
- ◆ Editor, Kathy Bombardier's submission deadline for the Mar/April Vairforce is April 1, 2017.
- ◆ Refreshment Coordinator, Cathy McCafferty, announced that the refreshment host for this meeting was John Wingle. March hosts will be George and Ginger DeValk. We are still in need of hosts for April, as well as several other months. Contact Cathy if you are interested in hosting.
- ◆ Events Coordinators, Mary and Paul Botelho, announced that the Spring Brunch will be May 21, 2017 at the Willowbrook in Mendon on Rt. 16. For more details, see Kathy's write up elsewhere in the newsletter. Mary and Paul have put together a "Winter Blahs" gathering at the BaHa Brothers in Taunton on March 12, 2017. The WW II Museum tour will be April 8, 2017. Mary and Paul need a head count for all of these events. They also noted that the first Bass Pro meet will be April 13, 2017.
- ◆ MAAC Rep., Tom Russ, reported that the next MAAC Meeting is the same day as the April 13th Bass Pro meet.
- ◆ Tech Tip: Jim Bengiovanni is willing to order a batch of oil filters from Clark's, so that members may benefit from a bulk price and shipping advantage. He left a sign up sheet on the table for any member wishing to order a filter. These will be available at the March meeting for approximately \$7.50 each. He noted that the newer filter with the red label is of a better quality than the original blue label variety, but if you have one of the older ones it may still be useable if you tighten it a little more.

Announcements:

An accurate head count is essential for the Spring Brunch no later than a week prior to the brunch. The Club will be charged according to that count.

Tom Russ gave a report of the Museum of Industry Display that was held March 18th in the old Waltham Watch Company. Apparently, every tool imaginable was there and all in working order, as well as many handmade cars. As opposed to the modern day techie geeks, there were plenty of "mature" Geeks and Nerds to explain the exhibits. See Tom's write up elsewhere in this newsletter. Several Baystate members attended this event and hope to attend again next year. John Ryall promised to keep us posted, so everyone will know the 2018 date early enough to make their plans.

Ray Bombardier and Jim Bengiovanni went on a fact gathering mission concerning a '64 Spyder advertised on Craig's List. Steve Morrison, from Tacoma WA, thought he was interested in purchasing the said vehicle but wished some input from Corvair owners on the East Coast. Although the car started, it had many issues concerning condition. Ray and Jim determined that it would not be a good purchase, but they made friends with Steve. He lives near the LeMay Museum that was featured at the CORSA Convention of 2015, and he has agreed to send us some pictures of Corvairs in that Museum Collection.

Jason Cesana made the motion which Cathy McCafferty seconded to adjourn at 7:50 P.M. The social hour began with Johnny Wingle serving refreshments, Dave McMillan selling Split-the-Pot tickets and members mingling with our new friends. Thanks, John - Rumor has it that Kathy was craving oreos all day. Thanks also to Buddy Brennan and Jim Bengiovanni for their generosity in donating raffle items. Winners include- Split-the-pot - \$42.00 to Buddy Brennan Shop Towels, donated by Buddy Brennan, to Peter Roca 2 bottles of Starting fluid, donated by Jim Bengiovanni, to Steve Burke

Respectfully submitted, Ginger DeValk, Secretary

Secretary's Report—March 29, 2017 Monthly Meeting



President, Ray Bombardier, called the meeting to order at 7:05 P.M. and welcomed all present, while reminding attendees to sign the attendance list. We were happy to welcome back 2 of our newest members, Dan Viles and Mark Meachen, and hope they will enjoy being part of our Corvair family. Ray announced that he and Kathy met with Chuck and Sharon Leonard and Carolyn and Roger Smith, while on vacation in Florida.

Officer Reports:

- ◆ VP/Membership Chairman, Dave McMillan, reported we have 74-ish members. He also explained the BSC email list for the benefit of our new members. FYI - BSC does not mean Basic State of Confusion. Who knew?
- ◆ Peter Roca's Treasurer's Report was accepted as read.
- ◆ Secretary, Ginger DeValk, had nothing to report.
- ◆ Editor, Kathy Bombardier's deadline for the March/April Vairforce submissions is April 1, 2017, and the deadline for the May issue is April 21, 2017. **Ed Note: Issues have been combined into a Spring Vairforce**
- ◆ Events Committee, Mary and Paul Botelho, updated our calendar of events, highlighting the WWII Museum on April 8th, First Bass Pro on April 13th, NH Dustoff on May 20th, Spring Brunch on May 21st. They also noted 2 Cruisin Bruce Shows on April 1st and 2nd, and also a Car Show/Flea Market at Fitchburg Airport on April 23, 2017. More details on all events elsewhere in the newsletter.
- ◆ Jason Cesana thanked everyone who attended or contributed to the Animal Rescue Fundraiser. It was a huge success.
- ◆ Refreshment Coordinator, Cathy McCafferty, announced that George and Ginger DeValk were the refreshment hosts for March, and Nancy and Steve Rendini will host April.
- ◆ MAAC Rep, Tom Russ, reported that several bills affecting the Automobile Hobbie have gone to Legislation. He will keep us posted on their progress. Peter Roca wrote a check for \$20.00 to cover our dues, which Tom will present to MAAC at the April 13th meeting. MAAC would like everyone to get out and drive a collector car on July 14, 2017, as that is Car Collector Appreciation Day.
- ◆ Tech Tip: Jim Bengiovanni had the Clark's Oil Filters available, as well as 10/40 Spectra oil for \$4.50/qt. for anyone who desired it. He also offered a Safety Tip, concerning tires. While tires may appear to look good on the outside, they may have dry rot on the inside and be unsafe. This applies to tires that have had little wear, such as on our Corvairs that have been in storage all Winter. He recommended having a tire dismounted and checked on the inside, and if it shows signs of deterioration discard all four, as opposed to suffering a tragedy. Jason announced that 13" tires are still available online from Mac's for \$115.00 with free shipping, but when they are gone, there will not be more produced.

Jim Bengiovanni made the motion, which Steve Burke seconded to adjourn at 8:30 P.M. George and Ginger DeValk served refreshments, while Dave McMillan sold 50/50 tickets.

Winners include -

Split-the-Pot - \$47.00 to Jason Cesana

Dunkin Donuts Gift Card (donated by Buddy Brennan) to Ray Bombardier

Megiars Carpet and Upholstery Cleaner (donated by Jim Bengiovanni) to Steve Burke

Respectfully Submitted. Ginger DeValk, Secretary

Ed Note: Minutes regarding the 2017 Clark's Classic are on the next page. There will be an ongoing page in the newsletter with roles and responsibilities so that everyone is clear on tasks.



Kathy's Korner

Happy Spring !!! Time to get our cars all spiffed up for the 2017 season with lots of activities to keep you all connected ...

Ron Muise: Spring is just around the corner and spring cleaning has begun on the Cape. I have a nice four ton mobile floor jack and three sets of good jack stands that should go to someone that works on Corvairs and needs same. All they have to do is come down here and pick them up. So spread the word. There are some misc. Corvair tools that may also be available. Contact Ron at 508.888.3927 ...

Where in the world is Rich Lentinello?

Rumor has it (thru Steve Rendini and Hemmings Motor News) that Rich is planning to attend one of the Mass Cruisers BassPro shows this season—not sure which one, but be sure to attend as many as you can so you don't miss him.

Please note also that Rich Lentinello is planning to be at the Endicott Show in Dedham on Sunday 7/9/17

Larz Anderson is another stop for him on 7/23/17 for American car and truck day

And drum roll please, Rich is also planning to attend the BSCC Clark's Corvair spectacular show in September!

Sounds like he has quite a summer ahead ! Get those Corvairs ready !

Announcements:

- Our friend Lionel Bernard is home recovering after having 5 stents inserted. Jason sent a card from the Club. Anyone wishing to send "Get Well" wishes may send them to 27 MacArthur Dr, Millbury, MA 01527. Hope to see you soon Lionel!
- Details on the Spring Brunch at Willowbrook Restaurant in Mendon will be found inside the back cover of this newsletter. The cost is \$28.00/person. Hope to see all there!
- Fall Classic at Clark's: Ray got a report from the Red Roof Inn and a lot of folks haven't reserved their room yet. Take advantage of the special rate of 83.99 plus tax before time runs out on August 11. You can cancel up to the day before the show with no charge.
- JDRF Road Rallye: The "Rallye for a Cure" puts you behind the wheel of your classic sports car for a great cause! The Connecticut Vintage and Classic Sports Car "Rallye for a Cure" is holding its third road rallye to benefit the Juvenile Diabetes Research Foundation (JDRF). Starting at Jaguar Hartford, 133 Leibert Road, Hartford, this rallye will wind its way westward through the beautiful country roads of Connecticut. The rallye will culminate at Lime Rock Park with parade laps on the big track. In the past four years, the Rallye has raised over \$40,000 to benefit Juvenile Diabetes Research Foundation! **Please see our rallye website (<http://goo.gl/U8VBmA>) for further information and registration. Join the fun at Connecticut's 2017 "Rallye for a Cure!"**

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Corvair Parts®

Site of the World's Largest
Corvair Parts Supplier
Since 1973



Clark's Fall Classic Show Tasks

2017 brings us another Fall Classic at Clark's. Any of us who have been involved in previous shows knows how much work is involved to ensure that the show goes off smoothly.



Therefore, in each newsletter leading up to the show, there will be a running list of tasks and responsibilities to make sure that details do not slip between the cracks and everyone is on the same page.

- Dave McMillan will supply Clark's with flyers to send out with their orders.
- John Wingle volunteered to look into the ordering of trophies and dash plaques, as there is a place near his work that sells such. In the past, the Club has used Rainbow Creations.
- Peter will provide the info he has from past food orders for comparison purposes.
- Chuck Leonard will be the "Grillmaster" again this year, but will definitely need helpers.
- Tom Russ has agreed to head up the parking again. He will also need a few helpers.
- Kathy Bombardier will man the Chinese Auction table. A couple of volunteers are needed to help.
- Dave and Debi McMillan will monitor registration and tally votes for trophies.

Volunteers Needed:

- We need a super salesperson to sell 50/50 tickets. If you like to walk and talk, and you have math skills, this one's for you!
- Ray will ask Scott Abrahamson if he will be able to D.J. for us, as he has in the past.
- We will also be needing donations for the gift baskets and door prizes, and also goodies for the Friday Night Welcome Party.

Sign up sheets for volunteers will be available at the April meeting. Anything you are able to do will lighten the load for all of us. **This is your club ! Thank you for your help !!!!**



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Parts of the Past

By Dave Silvia

The early 60's saw a large number of Corvair parts vendors come on the scene. One of the more interesting companies was Ropal. They made very radical Corvair parts and had a catalog chocked full of cool stuff, including finned aluminum consoles, oil pans, valve covers, and a host of intake and carburetor configurations.

It is hard to determine when the company went out of business but their ads stopped appearing in HotRod Magazine around 1965.

I have seen their aluminum consoles and oil pans come up for sale on rare occasions but their air cleaners are amongst the rarest of parts. I do not know if the air cleaners were designed for the 140 engine of 1965 or if they were designed to be used with the four carb conversion kits that they sold earlier, as the carb spacing is different.

Ropal parts are very, very rare – so if you see any buy them, they will be a good investment.



Corsa

Monza

Lakewood

Rampside

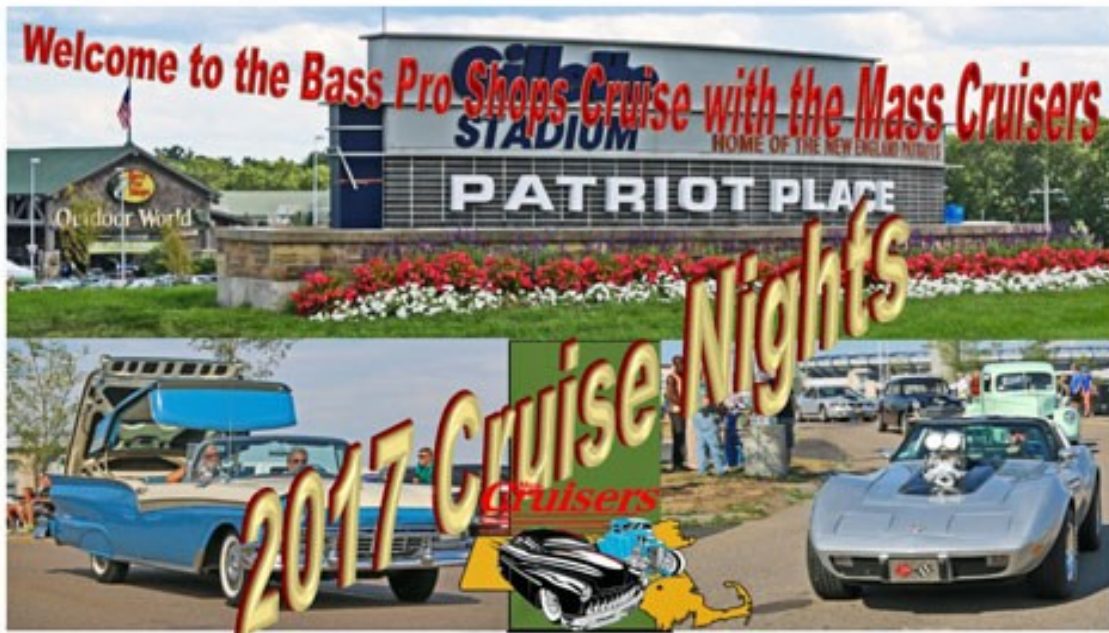
Greenbrier



DID YOU KNOW... submitted by Chuck Cromwell

The Beetle was first known as "strength through joy" car (KDF). It was then known as Volkswagon Type I.

Jetta means "jet stream" Passat means "trade winds."



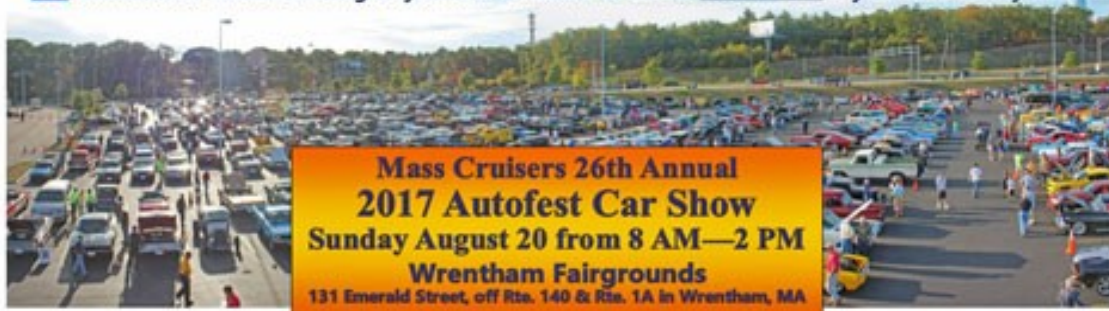
2017 Bi-Weekly Thursday Cruise Night Schedule from 4:30 PM:

*Thursday bi-weekly cruise dates during August & September are subject to change if a conflict occurs with Gillette Stadium events or any New England Patriot's Thursday home game dates.

APRIL	MAY	JUNE	JULY	AUGUST*	SEPTEMBER*	OCTOBER
13 & 27	11 & 25	8 & 22	6 & 20	3*, 17* & 31*	14* & 28*	12 & 26

Enjoy your day of Bass Pro Shops cruising nostalgia and fun with the Mass Cruisers Auto Club. Patriot Place is in Foxborough, Massachusetts on historic U.S. Route 1 next to Gillette Stadium. Free shuttle service runs every 20 minutes from 4:00 PM to 8:30 PM with convenient stops at the Mass Cruisers Auto Club HQ & DJ tent, the Bass Pro Shops, the South Retail Shopping and North Retail Shopping centers with over 1.3 million square feet of shopping, dining and entertainment venues. Bring the whole family. Kids will enjoy watching the Thursday night fish feeding at the Bass Pro Shops 34,000 gallon aquarium or walking the Ocean Spray nature trail out back of the store while mom shops and dad bench races with fellow auto enthusiasts or looks over the latest in hunting, fishing, boating, sporting and camping gear. Cruise on over.

NO Burnouts or unsafe driving or you will be asked to leave. **BUCKLE UP** if you have safety belts.



The date for Corvair Nite at BassPro has not yet been decided. We will let you know as soon as it has been set up!

Ed Note: Wheels of Time Thursday night Cruise Nites have also begun at Raynham Dog Track on the opposite Thursday as the Bass Pro shows.



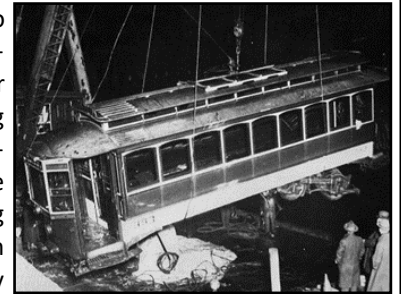
Bay State Banta

By Cathy McCafferty

The Boston Trolley Tragedy of 1916. I never heard of it. I never heard my grandparents speak of it or my parents, family friends, or any old time Bostonians. It seems to be the tragedy time forgot and it just so happens to be the worst accident in Boston public transportation history.

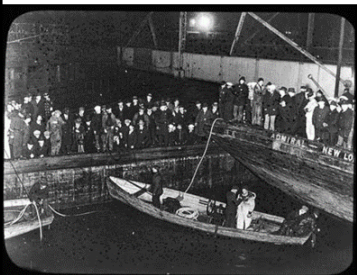
It was 5:25 p.m., November 7, 1916, when the streetcar rode up Summer Street toward South Station. It was also election night and the streetcar was packed as it made its way toward the Fort Point Channel in the leather/industrial section of South Boston. There was a lot going on in the City of Boston and the nation during this time and each person on Trolley 393 had a lot to think about during the ride to their destinations-
-the Red Sox had won their second consecutive World Series Championship, but were going to be sold soon and incumbent President Woodrow Wilson and Supreme Court Justice Charles Evans Hughes were duking it out in the polls, not to mention World War I was raging in Europe. People were reflective and anxious to get home after work.

If any of you have ever taken a ride on a Boston trolley, you know how loud and noisy it can be and it's not a smooth ride to say the least. You're jolted and jerked around, submitted to sudden stops and starts that can send you flying to and fro throughout the car and the trolley can rattle and shudder so much you think it's gonna shake every last tooth out of your head. That's why not many on the trolley that night gave any thought to the screeching brakes or bump they felt as the trolley smashed through the warning gate of the open Summer Street drawbridge, the trolley operator running a stop sign some 200 feet before the bridge, where it finally screeched to a stop, except that the front of the trolley was dangling out over the water with the rear wheels holding onto the tracks. At that point the lights in the trolley went dark as the trolley pole slipped off the overhead wire and the trolley snapped free and dove forward into the water of the Fort Point Channel.



Earlier that same day, Trolley No. 393 had had its brakes inspected and adjusted and was given a "clean bill of health." It had also been inspected on October 31st with no defects found. The trolley car was 16 years old and while it was designed for electricity, it still had a gooseneck handbrake that had to be cranked; it did not have the fast-acting air brakes of the newer trolleys in the fleet. At the time of the tragedy, the trolley was traveling 10 to 15 miles an hour as it made its way down Summer Street, approaching the drawbridge. Down below on the channel, the tug boat, the William C. Williams, signaled the drawbridge operator that it needed to pass through. It was towing a barge full of raw sugar up the channel to the NECCO refinery beside South Bay, near the Gillette razor manufacturing facility. After hearing the signal, the drawbridge operator set in motion the various procedures to open the bridge. He sent his assistants out to the deck, one to each end, to close the metal drawbridge gates and to hang red kerosene lanterns in order to warn oncoming traffic that the bridge was opening, while the drawbridge operator began opening the bridge which actually retracted at angles to each side of the bridge.

With workers spilling out of the various offices, factories and fish pier, the trolley was packed with over 70 people either inside the car or standing on the stairs and running boards outside the trolley, even though its passenger limit was 34 people. However, the trolley operator, Gerald Walsh, slowed down enough to allow one more man to jump on then increased the trolley's speed as they continued down Summer Street. At one point through the dark Walsh saw a set of metal gates blocking the road about 30 feet away. He grabbed the brake handle and pulled it so hard that it bent, but the car was moving so fast that the wheels locked as it skidded along the tracks turning the metal white-hot. Unfortunately, at the rate of speed the car was going, there was not enough room for it to come to a complete stop before the open drawbridge. It skidded along the rails to the edge of the drawbridge where it dangled over the channel before falling into the water. The people in the front of the car could see what was coming and they leaped off the trolley onto the roadway atop the bridge, but in the back of the car, it was complete bedlam with people pushing and shoving to try to jump off before it plunged into the water 20 feet below.



Bystanders who were nearby rushed to the edge of the drawbridge and looked down into the water, expecting to see a lot of the passengers treading in the water to keep afloat, but that was not the case. What they saw were probably less than ten people afloat in the water and no sign of the trolley. The water in the channel was about 30 feet deep at this point, but it was high tide and the water level was rapidly rising.

Inside the sunken trolley it was complete bedlam as the cold water rushed into the car through windows that had shattered upon impact. Passengers panicked because they were unable to see through the dark, murky water, unable to breathe, their heavy winter coats soaking up the water like sponges and acting as heavy weights determined to pull them down even further into the murky depths of the Fort Point Channel. People were doing everything they could to save themselves by kicking out windows so they could get themselves out of the car and wriggling out of their coats so they could kick and swim their way to the surface.

The tugboat operator sounded alarms and steered his tug toward the area where the trolley went down. Workers on the tug got lifeboats into the water and also tossed life rings to the passengers they could see and hauled in three passengers. The two men who had closed the gates on each end of the drawbridge ran down the bridge steps, dropped a rowboat into the water and plucked three more people out of the channel. Amid all the alarm bells and gongs going off, police cars, fire engines and ambulances started showing up on the scene. Boston Fireboat 44, which was housed near the mouth of the channel, was on the scene shortly after receiving the alarm. A call was also put out seeking divers from the various wrecking companies and contractors who worked the waterfront.

Mayor James Michael Curley was informed of the disaster and rushed to the scene. He immediately telephoned Boston's Navy Yard and urged them to send sailors and divers and a huge floating crane to the scene. He put the Boston Fire Department in charge of rescue efforts and the Police Department managed the crowds, which now numbered in the thousands. Spotlights were brought in to illuminate the water and firefighters and the Harbor Police combed through the murky water with grappling hooks searching for bodies. At about 6:45 p.m. the first body was found approximately 80 feet upstream from the bridge. Shortly thereafter a second body was found. In the meantime, Mayor Curley, conferring with the Navy Yard, determined that the floating crane the Navy Yard had would not be enough to lift the trolley out of the water since it could only lift ten tons safely and the trolley weighed at least 20 tons, but probably more since now it was submerged in water and most likely packed with bodies. At 9:00 p.m. a huge floating crane capable of lifting 75 tons was brought to the scene and a dozen divers suited up to go down. The oldest, most experienced diver on the crew was sent down first to assess the situation. When he surfaced he informed the rescuers that the car lay "Just as she would if she were still on the rails." The car had somehow turned and was now facing back toward South Boston, with one end battered and most of its windows broken. Originally, a plan was devised to send divers down to fasten the crane's chains around the car and haul it up, but the rescuers were concerned that the bodies would float out the open windows and be scattered by the current, making recovery of the bodies more difficult. It was decided instead to send the divers in teams to tie ropes around the bodies and bring them up to the surface one by one.



The first body recovered in this manner was brought up at 10:00 p.m. For the next three hours divers tied ropes around the bodies and sent them up one by one. At 12:40 a.m. the divers finished their work; the car was empty. Forty-four bodies had been brought up and another victim had died hours earlier in an ambulance headed for the Relief Hospital at Haymarket Square. One victim was missing. At 3:30 a.m., ten hours after the crash, the trolley was lifted out of the water. In May 1917, the one remaining missing victim was found. When the body surfaced from the Fort Point Channel, it was spotted bobbing underneath the Congress Street bridge. It was 19-year-old Elsie Wood, the only woman on the trolley—she was victim #46.

In October 1917, the trolley operator, Gerald Walsh, went to trial in Suffolk Superior Court charged with involuntary manslaughter. Although it was determined that Walsh had been going unusually fast and had rolled through a number of stops before the crash, it was also noted that he had done everything in his power to stop the trolley before it plunged over the edge of the drawbridge. After hearing all the testimony from 74 witnesses, the jury deliberated late into the night and the next day returned a verdict of Not Guilty. Gerald Walsh never again drove a streetcar. After the tragedy, he worked for an A&P, served in World War I, visited his mother in Ireland for an extended period and returned to Boston. He died from a blood clot at the age of 41.

Today, tugs no longer pull barges through the channel and the motors that operated the various drawbridges that cross the channel were removed in 1970; the bridge decks are now fixed in place. But that drawbridge, built in 1899, that played such a roll in this long forgotten tragedy, is still there spanning the Fort Point Channel, not far from South Station and from where I work. I can't tell you how many times I've walked over that bridge on my lunch hour as I take a break from my work day and get some fresh air, never realizing what had occurred there 100 years ago because there is no marker of any kind to commemorate the spot where 46 people lost their lives in the worst accident in Boston public transportation history. But the next time I walk across that bridge I'll know what happened and I'll look into the water of the Fort Point Channel and remember them.

An interesting side note to this story. One of the people on the trolley that day was a 17-year-old boy by the name of Nelson McFarlane, an amateur boxer from Dorchester who helped save the lives of two people. Eventually he went on to run a restaurant and bar in Boston's South End called Clarendon Gardens. Nelson's nephew, Herb, had heard the stories about how his uncle was on that trolley and had saved two people from drowning, and to Herb his uncle was a larger than life hero. When Nelson McFarlane died in 1958, his sister Katherine Chambers inherited her brother's establishment. When her son Herb missed a shift at the restaurant, she fired her 21-year-old son, which forced him to find other work. He landed a job as a repairman in the new up and coming photocopier business, a first step toward becoming a billionaire magnate in copiers and then in car dealerships. Know who I'm talking about? ***That would be Mr. Herb Chambers, Auto Mogul of the Auto Mile.***



Charles River Museum of Industry, Waltham, Mass

February 18, 2017

By Tom Russ

Founded in 1980, members of the Waltham area community “believed that the people of New England deserve[d] a clearer understanding of the region’s rich industrial heritage”, as described on the museum website. The availability of space and artifacts in what was historically the Waltham Watch Company now proves to be a valuable asset towards the preservation of early technologies that allowed mass production of precision time pieces. A fully functional, early 20th century machine shop along with preserved watch making bench tools and stations give the museum visitor a true sense of the accomplishment of the period. Enhancing the experience are numerous displays of vintage motor bikes and cars that demonstrate local area innovators of the period.

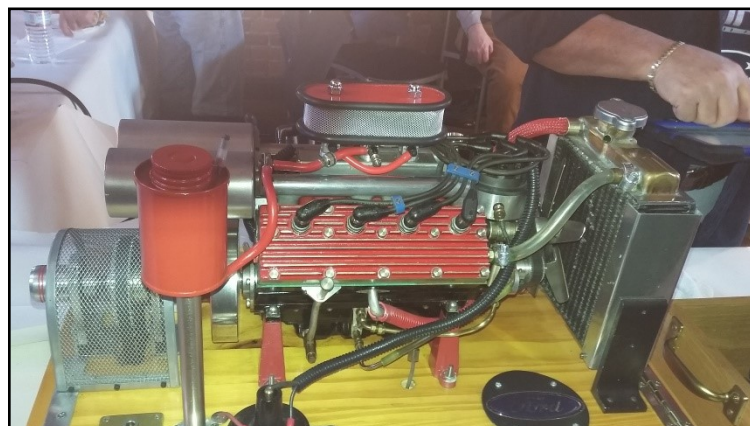
As would be expected at a modern technology electronics show, what has been described as “geeks and nerds” attend in significant numbers. I am happy to report that significant numbers of mechanical geeks and nerds (me included) were present to enjoy dozens of operating models of almost every type of internal and external combustion, reciprocating engine. Some were demonstrated using simple compressed air while others burned fuels like gasoline, alcohol, and Coleman Fuel. Demonstrated were Otto cycle, Atkinson cycle, Stirling cycle, make-and-break cycle, and some types about which, frankly I have no idea. Of great significance however is that virtually all operating models were hand crafted, presented and demonstrated by seriously talented hobbyists willing to discuss and answer questions about their projects. This is not unlike our Corvair family offering similar interactions with car show visitors and spectators.

While I am unaware of other BSCC members in attendance I was fortunate to find Mass Cruisers past President John Buchanan at the show. When the overhead belt and pulley system that powers the shop machine tools started, that was the last I saw of John; as he with his trusty camera headed for the action just like cruise night at BassPro.

Two photos are of (1) the machine shop complete with turn of the century overhead belt and pulley system powering machine tools and



(2) a fully operational miniature flat-head V-8 gasoline engine of approx. 6.5 cubic inch displacement, that started and ran every time.





Ready, Get Set...Cruise & Dine, March 5, 2017

Adapted from Tom Russ' review in 2016.

As a welcome diversion to the doldrums of the non-cruisin' winter season, Paul & Mary Botelho arranged and hosted what became a very enjoyable afternoon at the BaHa Brothers Sandbar Grill in Taunton, MA.

We were given a separate party room with DJ oldies music provided by Paul & Mary's daughter and family. Once inside with the golden oldies tunes playing and some libation flowing we had complete menu service and an attentive wait staff making for a very pleasant afternoon in the company of BSCC members. With the cruisin' season nearly upon us this was an excellent opportunity to bring some of the Corvair family together socially and to reiterate an important element of Bay State Corvair Club fellowship, *dining*.



We ended up with 15 who attended. Everyone seemed to have fun!

The day started in the single digits, what better way to spend a day than with a bunch of friends!

We sincerely thank Paul & Mary for their outstanding effort to start the season off just right !!!



Bay State Corvair's Visit to the International Museum of World War II Natick, Ma.

By Tom Russ

In September 2009 *The Boston Globe* described the museum as “an evocative and jaw-dropping collection of more than 6,000 wartime artifacts Rendell has gathered over four decades,” as taken from the Wikipedia site. “Rendell” refers to the museum founder

Kenneth Rendell, a Boston area native born in 1943 and clearly influenced by the post-war memories that some of our BSCC family members (me included) recall. We are fortunate to have as a BSCC member Cathy McCafferty's dad George McCafferty who, being a World War 2 veteran, brings real significance to visiting this special place.

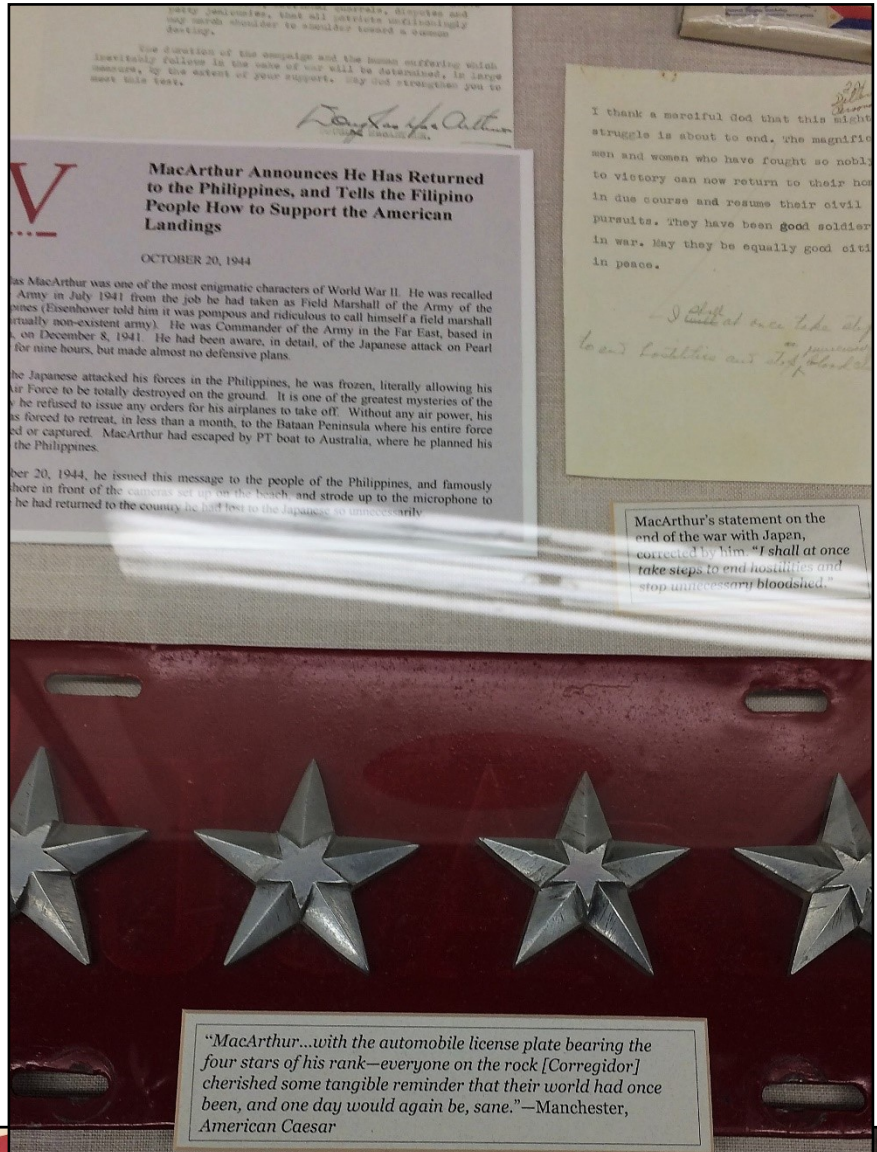
For those unfamiliar with the events of WW2 and post-war America the fresh loss of some 425,000 American military and some 60 million people world-wide are but historical reminders of history not unlike The Revolutionary and Civil Wars, and others. For some of us seniors however the impact is somewhat more profound, particularly in light of today's world tensions. In an old cliché, “those that don't understand history are condemned to relive it” seems to be our present day and distressing situation.

In the company of Cathy McCafferty, Dave McMillan, Steve and Nancy Rendini, Paul and Mary Botelho along with my wife Tina we were permitted into the museum hall after submitting signed waiver documents. While this initially seemed somewhat an exercise in over caution, once completing the initial welcome lecture we were encouraged to roam freely and even handle some pieces of functional WW2 weaponry. While climbing aboard a functional 46 ton Sherman Tank still carrying the scars of enemy anti-tank fire or climbing into a vintage flight training simulator was not permitted there remained plenty of artifacts and documents to behold. Photographing was limited in some areas due to sensitive subject material such as seen in the Nazi dedicated, museum area. The opening lecture provided all the precautionary information. We had the privilege of meeting a museum volunteer who is a WW2 Vet. and B-17 Captain. We had an opportunity to view several Enigma code machines that were captured from the Germans along with hand written documentation and letters.



The museum is presently housed in a 10,000 square foot facility that is packed. Beginning this year an expanded facility is planned for opening in 2019. Even now the museum is Smithsonian quality and is just in our backyard. My personal thanks to Cathy for bringing this opportunity to our attention, and to Paul and Mary for making the arrangements.

Of particular value to our Corvair family during times of Corvair tribulation is this war time reminder from the British Military:



28th ANNUAL
NEW ENGLAND SPRING DUST-OFF



10:00 - 4:00 Saturday May 20, 2017
Pre-register until May 6th.
For details contact:
Jon Guignard (603) 934-6476

Join us for our 28th Annual show at the Midway (Gate G) of the Hopkinton State Fairgrounds, Saturday, May 20th from 10 to 4 PM rain or shine! We'll have trophies for 3 places in 8 classes, plus best of show, and hard luck awards. Again this year our friends from Nova Scotia are sponsoring the Jean & Gerry Lowe long distance trophy. We'll have valve cover racing and a back seat driving event as well as Chinese Auction baskets, door prizes, and a special raffle. There will be food and convenient restroom facilities on site. **Pre-register by May 6th.**

THE 28th ANNUAL NEW ENGLAND SPRING DUST-OFF PRE-REGISTRATION FORM This information keeps our pre-registration mailing list up to date and allows us to fill out your forms in advance of the show. If you enter a different Corvair, report it at the registration tent to insure you are placed in the proper voting class.

Name: _____

Address: _____

City/Town/State/Zip: _____

Phone: _____ Fax: _____ Cell: _____

Email: _____

Which local Club (s) do you belong to? _____

Are you a CORSA member? _____

INFORMATION ABOUT THE CORVAIR YOU WILL BE SHOWING

Year: _____ Model: _____ Body Style: _____ Engine: _____ Trans: _____

Special Features: _____

PLEASE CIRCLE YOUR VOTING CLASS. **SPECIAL CLASS (H) IS FOR STINGERS, SPRINTS, MODIFIED, CORVAIR BODIED OR POWERED, ETC.** A – early open, B – early coupe, C – early sedan or wagon, D – late open, E – late coupe, F – late sedan, G – forward control, H – special

Pre-registrations must be received by May 6th. Make checks payable to CNHCA and send with this completed form to:
Jon Guignard, 7 Bennett's Ferry Rd., Sanbornton, NH 03269

Pre-registration	On Site	Totals	
Vehicle display includes flea market space	\$15.00 per entrant	\$20.00	_____
Flea market space without an entered vehicle	\$20.00	\$20.00	_____
Valve Cover Race per person racing – not valve cover	\$ 3.00 per person	\$ 5.00	_____
		Grand Total	_____

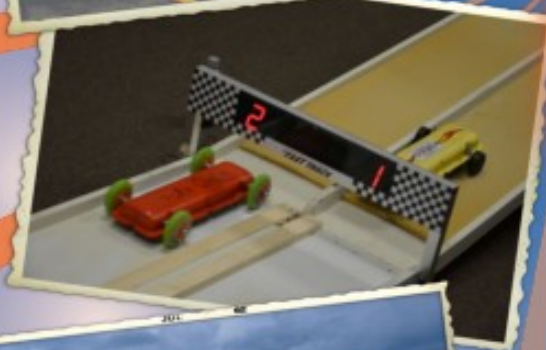
The Central New York Covair Club
Presents the 42nd Annual

Corvair Recall

June 9th, 10th, and 11th 2017



Friday June 9th
Cruze-in
Valve Cover Races



Saturday June 10th
Concours and Car Display
Funkhanna Racing
Awards Banquet featuring Domicolo-Barlow Band



Sunday June 11th
Farewell Breakfast

Events Located Across from the Hilton
Garden Inn
6004 Fairlakes Rd, E. Syracuse, NY 13057

For more information contact
Dave at 315-656-9639
(kb2hba@twcny.rr.com or
Pam at 315-252-8105
(pokus4@msn.com)



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MAY Birthdays (Blue) and Events(Red)

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	1 John Mathews	2 Augie Kro-pa	3 Vic Clausen	4	5	6
7 Mass Bay CC, Ashland, MA	8	9	10 Carolyn Smith	11	12	13 Arthur Phillips Paul Raia
14 Mother's Day	15	16	17 Evelyn Ardito	18	19	20 CNHC Dustoff, Hopkinton Peter Roca
21 Spring Brunch, Willowbrook, Mendon Gary Bissonette	22	23	24	25 Tom Russ	26	27
28 Auto Extravanza, Johnston, RI	29	30	HAPPY BIRTHDAY TO ALL !!!!			



BAY STATE CORVAIR CLUB SPRING BRUNCH

Sunday, May 21, 2017

10AM seating

Get your horses running and come
celebrate the season with good friends
and beautiful cars !!!!

DIRECTIONS:

From 495 North—Take Exit 17 (Rte 140 West) to Rte 16 in Milford. Left on Rte 16 thru Hopedale, past the Mendon Drive In to Willowbrook on the left, across from the Blessing Barn (formerly Mendon Country Gift Barn)

From 495 South—Take Exit 20 (Rte 85), left at end of ramp towards Milford. Right on Rte 16 and continue thru Hopedale, past the Mendon Drive In to Willowbrook on the left, across from the Blessing Barn (formerly Mendon Country Gift Barn)

Bay State Corvair Club Calendar of Events

Sunday, May 7	Car show at Mass Bay Community College with Cruisin Bruce
Saturday, May 20	New Hampshire Corvairs Spring Dust-Off, Hopkinton, NH
Saturday, May 21	BSCC Spring Brunch, Willowbrook, Mendon, MA 10AM
Sunday, May 28	Annual Auto Extravaganza, War Memorial Park, Johnston, RI
Sunday, June 4	Lil Rhody All Makes, Newport Grand, 9-2
June 9-11	Central NY Corvair Club Recall, Syracuse (details on Pg 17)
Saturday, June 17	Rallye for a Cure, JDRC, Hartford, CT (Details on Pg 6)
Sunday, June 18	Portsmouth Abbey, Portsmouth, RI
Sunday, June 25	Medfield on the Charles, Medfield, MA (Corvair class = Y)
Wednesday, June 25	Annual 'Show n Shine' at club meeting at The Tavern
June 27-July 1	CORSA International Convention, Independence, MO
Sunday, July 9	BSAAC Endicott Show, Dedham, MA 7AM—2PM PreReg before 6/18/2017 \$15.00 (\$20.00 at gate)
Saturday, July 15	BSCC Club BBQ at George & Ginger's, Taunton, MA 12 Noon
Sunday, July 16	Codman House
Saturday, July 29	VolksFair, Hebert Candy Mansion, Shrewsbury, MA
Sunday, August 20	MA Cruisers Autofest, CrackerBarrel Fairgrnds, Wrentham, MA
Saturday, August 26	CVA/CTCORSAs "AirCooled at the Orchard" Lymans Orchard, 32 Reeds Gap Rd Middlefield,Ct.06455
Sunday, August 27	LaSalette, Attleboro, MA
Saturday, September 16	Fall Classic at Clark's, Shelburne Falls, MA (Arrival Party 9/15) More info provided in future editions of the Vairforce.
Sunday, September 24	Ft Adams, Newport, RI
Sunday, October 8	Cape Cod Canal Cruise and Picnic, time TBD
Saturday, October 21	BSAAC Larz Anderson Extinct Car Show 10AM—2PM PreReg before 6/18/2017 \$15.00 (\$20.00 at gate)
Sunday, October 22	Studebaker Day at Larz Anderson Museum of Transportation



Chapter 017

BAY STATE CORVAIRS VAIRFORCE

BSCC Monthly Meeting

The next Monthly Meeting will be at the Tavern in Plainville

Wednesday, April 26, 2017 at 7PM



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SPRING 2017