



CORVAIR FAN



CENTRAL NEW YORK CORVAIR CLUB
FEBRUARY 2018



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THE PREZ SEZ

Another month has come and gone. I would first of all apologize to Gloria for missing our after Christmas, Christmas party. We had a family emergency the morning of the party and had to cancel at the last minute. I heard that all of the attendees had a great time and a delicious dinner. Put me down for reservations for next year.

February coming up next month, shortest month of the year ,great. We have been attending hockey games to get through the winter months, big game coming up between Utica and Syracuse. go Comets. Another 6 weeks of winter and Corvaire weather will hopefully be here.

This is another short month again, but it is a good time for a reminder to get their reservations and registrations for this seasons upcoming Corvaire shows. Remember, think Spring. Phil CNYCC



The Great Race is a time/speed/distance rally, unlike the Cannonball Run. It is a rally for pre-1972 vehicles. The winner will be within seconds-plus or minus-of the computed base time and totaled over the nine day event. The days are broken into legs which are up to 7 legs per day. Thus a perfect day will be 7 legs @ 0 for each leg = 0. This equates to 7 aces. Ace decals are proudly shown on the vehicles. All vehicles have a time modification %—the older the car, the more allowance. (Taken from “Woodie Times”, June 2017)

The oldest cars this year were a 1916 Pikes Peak Hill Climber, a 1916 Hudson Super Six, a 1916 Chevrolet Phaeton, a 1917 Peerless Speedster and a chain driven 1918 American LaFrance Speedster. The major sponsors are: Hemmings Motor News, Hagerty, Coker Tire and Reliable Carriers. The total entry was 120 pre-1972 vehicles. Total prize money was \$150,000 with \$50,000 awarded the grand champion. The previous 31 Great Race routes included The Eclipse at the White House, the Statue of Liberty Centennial Celebration, Disneyland, Disney World, Route 66, the Grand Canyon as well as stops in Canada and Mexico.

This year the race was 2300 miles along the Dixie Highway—from Jacksonville, FL to Traverse City, MI (my race was close to 2400 miles as we got lost once a day). Next year’s race will be from Buffalo, NY starting from the Pierce Arrow Museum and ending in Halifax, NS. It’s already oversubscribed, so get your entry in for 2019. Teams and cars come from every corner of the United States (including one from Hawaii), seven teams from Japan, two from England and two from Canada.

Computers, calculators, lap tops, maps and Garmin/GPS are not allowed. The navigator receives the day’s course instructions a half hour before departure. Vehicles start and are supposed to end one minute apart. The navigator is allowed one stop watch. The electronic speedometer works on a magnetic pick up off the left front wheel. The speedometer and a clock are calibrated each morning. The factory supplied speedometer and odometer on the dash are covered.

Pre-Race Preparation

Besides greasing, oiling and fixing; I put out spares for almost anything that could go wrong: spare engine belts, hoses, light bulbs, distributor cap, filters for oil, gas and air, grease gun, carb, coil, electronic ignition, hand tools. Floor jack, two extra sets of gapped spark plugs, two cases of drinking water—and clothes for a month as I was staying in Northern Michigan after the race. After I loaded everything, the Woodie was sitting low on the springs. I began to unload, keeping only the bare essential items. Some of the teams had all of these items in their crew car. My navigator, Rick Grant, is from Dayton, OH. He had seen the Merc but had never been a passenger. I saved room for his suit case. That filled up the area that had been occupied by the third bench seat. I installed a clothes rod which helped. The crew, Rick and Suzanne, and I attended the pre-race instruction classes and actually did a warm-up trophy run. Jim Weiss and Bob Beach helped with the car and were on hand for the Saturday start.

The Race

Over the nine days and 2300 miles we had organized stops in 19 cities. Crowds lined the streets as we made our lunch and dinner stops. Each antique car is welcomed under the trestle with a flowery description of the car and team. Corky Coker who owns the great race was the M.C. at each of the two or three stops each day. It was great to see Wayne Carini there too, in an official capacity.

The local people at each city stop usually served the meals as well as handed out goodie bags. It’s an instant festival. There was a great deal of enthusiasm from the crowds. Some asked for autographs in their official programs.

Day 1 – We started from Jacksonville on June 24 @ 10:30 am. The last car got off @ 12:30 pm—remember 120 cars – each a minute apart. That night we had an enthusiastic crowd in Tifton, GA. Rick and I got an “ace”. We thought it would be easy to get a lot more aces during the race. We were wrong as we got close only several times being 1 and 2 seconds off.

Day 2 – Sunday, June 25: lunch stop in Newman, GA, home of several great race teams. Pit stop: Armuchee, GA, where we viewed a private collection of Ford cars belonging to the great racer, Wayne Vick. Cars ranged from Model T trucks to A’s to flatheads. Overnight: Chattanooga, TN, hometown of the Great Race and sponsor Coker Tire. We dined in the hospitality area of the Coker Tire Museum. We enjoyed great barbeque and a tour of the vast and endless museum which showed car restorations from start to finish—consisting of cars, motor cycles and motor scooters.

Day 3 – Monday, June 26: lunch stop in Murfreesboro, TN at Cannonsburgh Village on an 1800’s historical site. Overnight: Bowling Green, KY, hometown to the Corvette Assembly Plant and the National Corvette Museum. Best known as the hometown of Holley Carburetor, who sponsored the evening meal. Earlier during the day one of the competitors drove his car off the road into a deep ravine and landed on its side. The car was hauled out by a wrecker and was able to finish the entire race.

Day 4 – Tuesday, June 27: lunch stop at French Lick, IN, hometown of NBA great Larry Bird, the French Lick Resort and the French Lick Scenic Railway. Dinner stop in Franklin, IN. This is a beautiful small town with the usual restored courthouse in the central city square. We drove about 25 miles to overnight in Indianapolis.

Day 5 – Wednesday, June 28: lunch at Wapakoneta, OH, hometown of the first man to step foot on the moon, Neil Armstrong. We enjoyed lunch and a local car show. To Rick’s surprise, a half dozen of his friends from Dayton made the 60 mile trip to surprise him. Overnight: Auburn, IN. In the early days of the automobile, it was Indiana not Michigan that led the way. There were more car companies in



ACTIVITIES

Business meetings will be held at Tabatha's 3160 Cold Springs Rd, Baldwinsville the first Thursday of each month. The meeting will start at 7:00 but our waitress is available at 5:00 so you can have something to eat before the meeting if you'd like. Meetings are in the side room, we order off her regular menu and will be given separate checks. Come early and enjoy a real home cooked meal!

February 1st — Regular business meeting Tabatha's

no event planned for February

March 1st — Regular business meeting Tabatha's

March 18th — Noon — brunch buffet at Orchard Valle, Lafayette Golf Club

April 5th — Regular business meeting Tabatha's

May 3rd — regular business meeting Tabatha's

May 20th — Sunday — caravan to Norwich Car Museum — all handicap accessible and scooters are available. Possible Sunday brunch at Fred's Restaurant (where we went before and was fabulous) Time to be determined.

June 8th thru 10th — Recall, Hilton Garden Hotel

June 17th — Lew is working on the car show at the firehouse.

If you have any ideas please let us know. Everything is always subject to change. If there's subjects or projects you'd like covered at tech sessions, please let Tim know so we can plan that too. This all takes advance planning so please try to let us know early enough so we can make our events what you'd like.

Call Tim or Rita at 689-3366 or E mail Tim at N2VZD@aol or ritac44@aol.com



Kitchen Corner

Baked Honey Mustard Chicken

- 2 chicken breasts
- 1 Tbl Dijon mustard
- 1 Tbl whole grain mustard
- 1 Tbl honey
- salt & pepper to taste
- Juice of ½ lemon
- ½ Tbl butter or oil

Preheat oven to 400°. Grease a casserole dish with the butter or oil. Place chicken in casserole dish and season with salt and pepper. Combine both mustards and honey and pour over the chicken. Bake for 30 to 45 minutes depending on the size of the chicken breasts. If it's browning too fast you can add a tablespoon or two of water to the dish to keep moist. When done, squeeze the lemon juice over the chicken.

Easy Valentine Trifle

- 4 cups cheesecake flavored pudding, tinted pink with food color
- 3 – 4 cups whipped cream
- 2 – 3 cups cake cubes (whatever your favorite is)
- 1 cup raspberries
- 2 cups sliced strawberries

Make layers in a trifle bowl or any pretty glass bowl. Start with a layer of the pudding, then cake cubes, fruit and whipped cream. Continue layering until all is used ending with cream on top. Decorate by sprinkling some additional berries on top. Refrigerate at least 2 hours before serving.

Raspberry Pink Champagne Floats

- 2 –3 scoops raspberry sorbet
- 1 cup pink champagne
- fresh raspberries for garnish

Place scoops of sorbet in large wine glass. Pour Champagne over sorbet and top with raspberries.



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2011 CNYCC OFFICERS

Or a non alcoholic drink ----

Love Potion Punch
2 liter bottle of cherry 7 up
1 qt raspberry sherbet
whipped topping and pink or valentine sprinkles
Pour 7-up into punch bowl. Place scoops of raspberry sherbet in and stir to mix. Top with whipped topping and sprinkles when serving.

SECRETARY'S REPORT

January 4th, 2018

President Phil Domser called the meeting to order at 7:01.

Secretary's report- There was no report for the month of December that point was made by Tim and seconded by Dave that no reading would take place. Motion approved.

Treasures Report- None given Kevin was not present at the meeting tonight.

Old Business- Recall-

Dave presented a License Plate that he had printed, they would cost \$7.00 per plate as printed. A minimum of 100 is required, which would work out to a cost of approximately \$233.00 dollars a year for the next 3 years. We could order 30 – 1st place, 30- 2nd place, 30- 3rd place and the rest Best of Show and Peoples Choice.

The question was asked if we could order them in different colors, It was stated that different color plates are double in price.

A motion was made to buy the plates as the trophies for Recall by Steve and seconded by Lew. Motion approved.

It was also asked if anyone ever checked on prices at other places for the License plates and Pam stated she did check on prices from Byrne Trophy and was given a price of \$10.95 for the License plate ring and \$12.95 for the solid plate. The other store in Auburn had prices that were much higher than that.

It was brought up that we will have registration until 5:00 p.m. on Friday afternoon, and then we went over the schedule of events for Recall. Pam asked that as soon as Dave has the scheduled in place that he send her a copy of that.

Dave asked everyone to please continue to try and get Ads for the booklet for Recall.

Dave asked if we should go through the list of people on the registration list and call people and invite them to the Recall.

Phil asked if anyone knew the status of the Acorns Car Club and if they are still an active Club?

Dave asked about the ordering of the Dash Plaques and Pam asked about the Picture and if Michelle will be doing the cake for Recall again this year for. Pam will ask Michelle at the dinner on Sunday.

Judging- Don will again be doing the judging for Recall. The people that will be helping Don need to get together for a meeting and decide how things will be handled.

Lew asked if paperwork for the Funkhana and Autocross could be filled out ahead of time to help save time this year, Pam stated she will take care of all of that in registration.

Phil stated that the "Feather Banner Flag" is in and he will bring that to one of the upcoming meetings.

Dave stated that the other Corvair Sign that was MIA has been found and will also make an appearance again at Recall.

Pam stated the hotel is all set and ready to go. They are supposed to be redoing and remodeling everything. If anyone has questions please feel free to contact Pam.

Lew stated that for Nationals the pylons, track, sound system and timing equipment are going to travel in his big trailer. It was asked by Rita if a paper was ever written up, asking them to sign for liability for damage if any occurred, Lew stated he would check on this matter, but it was pointed out that when we have Recall everything is covered in the insurance that covers the event.

New Business- No one stated they had any new business.

50/50 was not done since so many did not attend the meeting due to the weather.

Motion to adjourn the meeting was made by Tim and seconded by Lew and the meeting was adjourned at 7:50.

Respectfully Submitted.

Pam O'Kussick, Secretary

Those attending the January meeting Dave Robinson & Marge, Phil & Martha Domser, Lew Halstead, Pam O'Kussick, Steve Lackey., and Tim and Rita

TIM'S TECH TIME AND RAMBLIN'S

HELLO AGAIN from the little Corvair Shop in Memphis NY.

Another month has slipped by with not a lot of Corvair activity in the shop. A lot was due to my nasty cold that dragged on a long time. We were leaving to go out the day it was way below zero, and the big compressor was running. I went looking for a leak (most of the plumbing is copper in the walls) and found it right at the switch on the compressor. The base casting cracked at the threads. So The new switch should be here this week. I can not do much work without my air.

I have figured out what I would like to build for a display motor, but need lifting help for a few minutes sometime to get started. I need to get the "new" motor on a table to start working on it. I was also hoping to make something on it to carry one or 2 club tents, and a large box to put the battery, charger, and a few parts and tools in. It might come in handy someday.

Already this year we have a conflict between a Ham radio event that I must attend, and a car event I really hate to miss out on. The "Great Race" is coming thru Norwich NY on Sunday, June 24th. They will have a lunch stop at the Northeast Classic Car Museum. The guys are on a tight accurate clock, with @ 2 hour break for lunch at the back of the building. This would be a real good time to see the cars.. I have always enjoyed following the adventures of car number 60, a 40 Chevy coupe owned by a good friend. Between a lot of Vintage Chevrolet Club of America tours and rallies and the Great Race rally practice weekends, He and his Grandson have really seen the USA in the 40 Chevy. This car has been back and forth across the country at least 5 times along with many other tours and events.

Looking forward to the Recall 2018, a lot of work in going on in the background. The original Recall was a dream / vision of our club founders after Bob Waters went to his first Nationals in Chicago in the early 70's. He came back fired up on the idea of a local regional convention type event. The first several years were very large events at the then "Marriott" hotel near Carrier Circle. By 1982 he spurred us into the Salt City Corsa Nationals. That was a well attended event! With lots of memories, but a huge amount of work by many. The next LARGE event some of us worked on was the Lake Placid CORSA Nations put on by the Vermont Independent Corvair Enthusiasts. A few of our C N Y C C members worked hard on that one also. So now if you mention working at a national to most of us, you will find signs of "burnout" and bad gestures...but a lot of great memories of good times. Hopefully we can get more help for the few that work hard on our club events. More workers make it more fun for all. Some of us are getting along in years.. I personally am thankful our group finds enough hidden energy to keep the Recall a fun event to attend every year..

One of my trademark modifications started a very long time ago after I first saw a 65 FC with alternator on it. I just had to have an alternator on mine!. I did not want the oil filler pipe that was on the car adapter. So I removed the pipe and put a soft plug in the hole. This worked and looked "ok" but I wanted better. A few motors I ended up with were from cars converted to electric fuel pumps. I found that the plug used in the fuel pump hole worked great in the oil filler pipe hole. I used JB weld as a sealer after roughing the side up with a file to help bonding. Then I cleaned the top off with a 120 grit bench belt sander. This looked much better, bare or painted. ALL motors I build have this conversion along with an internal regulated alternator of 75 amps or more. Try buying an adapter for a 65 FC, and you will see why I do this. I never thought much about the unique value of this mod until I saw a post looking for a 65FC adapter not long ago. See pictures of mine below.

FOR SALE: Phil Domser has a Rebuilt as new Turbo motor for sale. It is new with @2 hours run time on the table. For details and price contact Phil Domser direct. IF there is a market, I may have a new FC motor built on a RH block for sale. New everything! Full fin cylinders / pistons, new 304 cam and gear, lifters, Clark's pan, High volume oil pump, etc. It has the FC oil filler conversion to the car block. It has most of the shrouds (all cleaned and painted!) included. For details Contact me. It is not cheap, but like a new motor. I have pictures. I also have used powerglides, late PG differentials, and other parts for sale.

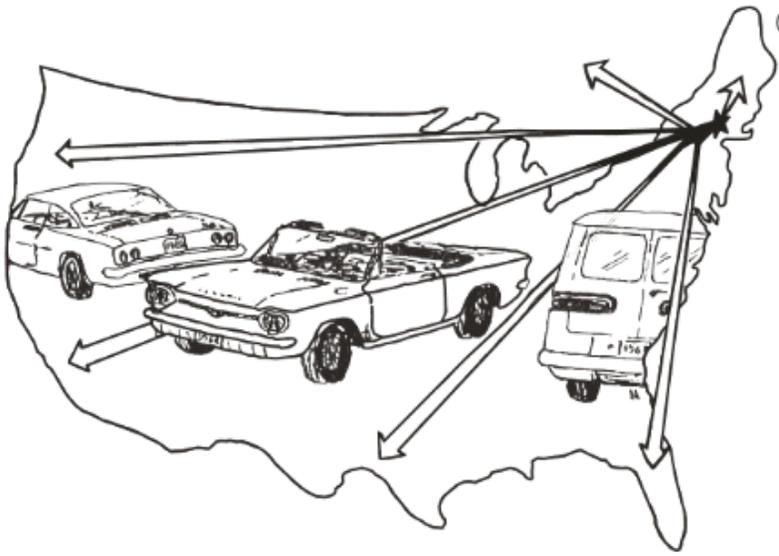
Our webmaster would like photos of your Corvair projects to put on the www.cnycorvair.com website. If you have taken any, please send them to pics@cnycorvair.com

members can register at : http://www.cnycorvair.com/cnycc_member_login.php

Regards, from Tim Colson http://www.cnycorvair.com/Little_Corvair_Shop

THINK RECALL 2018 !





® WE WISH TO THANK ALL THE SPONSORS AND SUPPORTERS OF OUR CLUB AND THE RECALL. WITHOUT THE HELP THEY PROVIDE WE COULD NOT DO IT , PLUS THE WORDS



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PLUS MANY OTHERS.....THANKS TO ALL OF YOU!!

A FEW PHOTOS FROM LAST YEARS SHOWS

The Bayside Cruisers show in Fairhaven NY last year was washed out by strong rain that would not let up as promised on TV. We went anyways , along with about 20 other brave souls. We had fun talking , making new friends. They all are a very Friendly group. It was handy to have umbrellas at that one!



The Waterloo Memorial day show was in very good weather conditions Roughly a mile of three rows of all kinds of neat cars and motorcycles on display.



Fair Haven, NY is A Place for All Seasons with Activities and Events for Everyone!

2018 Independence Day Events
 July 4 - 7, 2018 Tentative schedule provided by Save Our Fourth Association (S.O.F.A):
 Wednesday, July 4 - Boat parade at Noon
 Thursday, July 5 - 7 p.m. Parade, music at Carnival
 Friday, July 6 - Community Church Smorgasbord, Carnival Kids Matinee, Music at Carnival
 Saturday, July 7 - 5K Run for Hospice, Bayside Cruisers Car Show, Children's Parade, Children's Matinee, Band Concert in the Park, Wall of fire at 9:15, Fireworks 10:00 p.m.

Due to a conflict with the Bay-state Clark's Corvair show , some could not make Jordan 2017 show

JORDAN FALL FESTIVAL 2018
 NO date or sign up form available yet , I will send it when they post it. This is one of our favorite events when we are not in "conflict mode"

FESTIVAL DATES & HOURS SEPTEMBER 2018
 Friday - Fish Fry: 11 am - 1pm
 Friday: Festival Open 5 pm - 9 pm
 SAT: 10 am - 9 pm | Sunday 11 am - 5 pm

The VW show 2017 was another good show at a new to them location at the Oneida shores park. Everyone seemed to think it was a lot nicer setup , so we also hope they continue there.



Indiana than any other, and no town was better known than Auburn for turning out those cars. The Auburn, Cord and Duesenberg were built there. We stopped at the ACD Automobile Museum. I had visited it 15-20 years earlier and was amazed at its growth; possibly 3-4 times more cars and all beautifully restored. On the property is a new National Automotive and Truck Museum.

Day 6 – Thursday, June 29: pit stop at Shipshewana, IN. This small town has the most incredible collection of Hudson automobiles. Eldon Hostetler started the museum just several years ago. Lunch stop: Hickory Corners, MI, home of the Gilmore Car Museum. It is North America's largest auto museum; almost 400 antique automobiles and motorcycles in a 190,000 square foot exhibit on a 90 acre historic campus. Special features include a 1930's Shell Gas Station and a 1941 Silk City Stainless Steel Diner. Gilmore has a youth program and they entered a car being driven and navigated by their students (X-Cup Class); overnight in Ypsilanti, MI, the town with the last Hudson dealership and home to Willow Run Airport. The airport was completed by Ford in 1941 for production of their B-24 bomber. Dinner was hosted by the Ypsilanti Automotive Heritage Museum.

Day 7 – Friday, June 30; the fourth of July holiday starts this day. Almost everyone in southern Michigan is driving on I-75 and is heading up north. We wove our way through the traffic over to Chesterfield, MI to Stahls Automotive Foundation Museum for a tour and magnificent lunch. The Stahl family entered two cars in the race. There are many gas pumps and all sorts of automotive signs. The automobiles are Duesenberg, Auburn, Packard, Stutz, Mercedes, Tucker and Marmon, just to name a few. All were beautifully restored. If you are traveling in southern Michigan, Stahls and Gilmore are must visits! Overnight in Frankenmuth, MI. This town has a strong German heritage and is structured to resemble Old Bavaria. The Christmas store is open 364 days a year and is the largest of its kind in the world. For dinner we received generous coupons valid at any of the restaurants.

Day 8 – Saturday, July 1; we had been running the A/C since day 1. It was getting cooler outside as we approached Alpena, MI which is on Lake Huron. We turned off the A/C, rolled down the windows and got some Lake Huron fresh air. Lunch was provided by the Alpena Yacht Club. After lunch we rejoined I-75 northbound to cross over the majestic Mackinaw Bridge which joins the Michigan lower and upper peninsulas. Our overnight was the Soaring Eagle Resort in Sault Saint Marie [known as the "Soo"]. As we approached the bridge, traffic was backed up approximately 50 minutes. Remember this is the Fourth of July weekend. As we expected, the last leg was aborted so we cruised into the Soo in a fast, easy fashion. After the downtown car show we drove to our hotel. Canada is on the other side of the Soo Boat Locks. A fireworks display from across the locks was visible after dark.

Day 9 – Sunday, July 2; we drove the Mackinaw Bridge again to finish the race early afternoon in Traverse City, MI. This crossing went without any delays. Traverse City is the hometown of Hagertyone, one of The Great Race's major sponsors. Also my Woodie was restored there at Nickels Automotive Woodworking. Our arrival for the finish of the great race coincided with the National Cherry Festival. There were lots of people to greet us. Our other crew member, Suzanne, two friends from the Jacksonville MG Club, Geoffrey and Paula Ashcroft, Rick's wife and daughter, Chris Morley and Mike and Bud from the Woodie Shop were there and gave us a royal welcome.

The Thunderbirds gave an impressive air show. Hagerty provided lunch and they put their best foot forward for the awards banquet and award ceremony. Our finish was in the upper 2/3 bracket so we were not in the money. All competitors received an Olympic style medal which was inscribed "to finish –is to win".

Day 10 – Monday, July 3; coffee and good byes at the resort. The Hagerty Private Car Collection was open to all the race teams. I turned the Woodie over to Reliable Carriers, another major sponsor, for delivery to my home in St Augustine. I just wasn't ready for another 2300 mile trip! Off to Higgins Lake for relaxing and unwinding. Higgins is a beautiful spring fed lake located one hour east of Traverse City. Rick and his family left for Higgins on Sunday. Suzanne drove us to the lake after I completed my business with Reliable Carriers.

The Great Race was a wonderful experience and a "must do" for any vintage car person. We developed many friends, from here and abroad. Corky Coker and his team spend a lot of time and work to make things run smoothly. It takes hundreds of people and thousands of hours to guarantee that kind of success. I imagine that the 2018 Great Race plans are almost complete and that 2019 plans are in the works. Sign up now for 2019! Now to get a Corvair involved in "Great Racing"



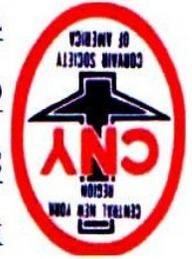
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