



CHAPTER 990 of



Inland Northwest Corvair Club
P. O. Box 9689
Spokane, WA 99209-9689



Happy Independence DAY

REAR

ENGINE

REVIEW

*(Inland Northwest Car Club Council
2018 Newsletter of the Year)*

JULY 2019

The **Rear Engine Review** is a monthly publication of the **INLAND NORTHWEST CORVAIR CLUB**, chapter 990 of the CORVAIR SOCIETY OF AMERICA (CORSA). Letters, articles, experiences, technical information, humor, and recipes are welcome. Please submit your material to:

Inland Northwest Corvair Club

P. O. Box 9689

Spokane, WA, 99209-9689,

or e-mail the club at corvairclub@comcast.net, or the editor at daveeva@comcast.net.

The Rear Engine Review uses material from many sources and may not give appropriate credit. If your material appears without acknowledgement, we thank you for your contribution. It was used in good faith to help preserve, maintain, drive, and enjoy our CORVAIRS!

Visit us at:

<http://www.corvairclub.com>

All material must be submitted by the twenty-fifth of the current month for inclusion in next month's issue.

The INLAND NORTHWEST CORVAIR CLUB welcomes past, present, and future CORVAIR owners, as well as those who are simply curious about these unique vehicles. We welcome CORVAIRS of every degree of restoration or modification, including other vehicles utilizing CORVAIR components. **CORVAIR ownership is not required!** Club events, dates, times, and locations are published as soon as practical in the **Rear Engine Review**, or on the **club web-site**.

Dues:

CORSA Members	\$13.00/yr.
Non-CORSA Members	\$15.00/yr.
Corsa Membership	\$45.00/yr.

CORSA MEMBERSHIP IS STRONGLY ENCOURAGED

CORSA phone (630) 403-5010
P. O. Box 68
Maple Plain, MN 55359
corsacluboffice@gmail.com
corsa@corvair.org www.corvair.org

Note: Contact information for CORSA has changed lately. Please visit the web-site above or the **CORSA Communique** to find specific contact information.

INLAND NORTHWEST CORVAIR CLUB OFFICERS:

President: **Craig Nicol**
(208) 660-2998 nicolcs@aol.com

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Director #2: **Open**

Director #3: **Bob Phelps**
(509) 327-3126 bob-n-ann@comcast.net

ADVERTISEMENT RATES:

Club Member (renew after two months)	FREE
Non-Club Member (first month)	FREE
(each additional month)	\$1.00
Commercial/Business Advertising (per month)	\$2.00
(per year)	\$20.00

The **Inland Northwest Corvair Club** welcomes private party ads for any reasonable item or items that are for sale or wanted. Corvair and automotive related ads will be given the highest priority, followed by those of a more general nature.

We also welcome commercial advertisements from those supportive of this club, Corvairs, and the automotive hobby. Corvair and other automotive products and services will be given the highest priority, followed by those of a more varied and general nature.

THE EDITOR'S DESK

By Dave McChesney



We had a nice turn out for the Tech-n-Tune at Roger's last month. Beyond that, I don't have word on any other events or activities. Hope everyone is having a great summer and experienced a great Fourth of July!

Please remember that I don't make it to every event or activity the Inland Northwest Corvair Club takes part in. When I don't get to something, I need your help to get it in the REAR ENGINE REVIEW. Remember to snap a couple of pics and send them and a brief note to your editor. I'll get it in the next REAR ENGINE REVIEW. I'm always looking for pictures of events or of your Corvair. Jpeg is best, but I can work with nearly anything. I can even scan actual photos if need be.

Articles or columns from club officers are especially welcome... hint! hint!

A handwritten signature in blue ink that reads "Dave McChesney".

IT'S NEVER TOO LATE!

If you have pictures or other information about Corvair or automotive events from the past, feel free to forward. I'll do my best to include them, regardless of how long ago the activity occurred.

CLUB BUSINESS CARDS

Contact INLAND NORTHWEST CORVAIR CLUB Web-master Dave Fender for business cards with current club logo on them. They have a place where you can add your contact information. Return address labels might be small enough to fit in the area provided.



The front of the card looks like this.

TREASURER'S REPORT



Submitted by Dave McChesney

Since the last report we've gained \$270.00 as proceeds from the recent Econo-Run Northwest. We also took in \$15.00 in dues and an estimated 8¢ in dividends at the end of June. We transferred \$200.00 from Checking to Savings. We now have \$261.25 in checking, \$1119.13 in Savings, for a Grand Total of \$1380.38.

We currently show eight members owing dues. Membership is \$15.00 per year. CORSA members pay \$13.00. We also show one vendor owing the \$20.00 ad fee.

Please send check or money order to:
Inland Northwest Corvair Club
P. O. Box 9689
Spokane, WA 99209-9689

or bring payment to a club event.

If you no longer want to be in the Inland Northwest Corvair Club, contact an officer and let him/her know. We check the Post Office Box is weekly and deposit received funds during the next week.



Just about ready to start disassembly.

WELCOME

Our newest member is David Raezer from Plummer, Idaho! He has a 1965 Corsa Coupe. According to David, the car was originally equipped with the 180 h. p. Turbo-charged engine, but currently has a 140 h. p. power plant.



Getting a closer look.

CAR D'LANE

If anyone participated in and/or has information and pictures of this event, last month, please share with your REAR ENGINE REVIEW Editor.



Time out for food on Roger's back patio.

SPRING TECH-N-TUNE

A number of Inland Northwest Corvair Club members found their way to Roger Becker's place on Sunday June 23rd, for our 2019 Spring Tech-n-Tune. While there we got to watch a couple of well-practiced individuals disassemble, adjust, and reassemble Corvair HV model carburetors. In addition others chimed in with information and experiences from earlier rebuilds.

Once the rebuilding process had progressed, we were invited to eat. Our hosts provided hotdogs, sausage dogs, potato salad, other picnic type fare, along with cold drinks, starting at 10 am.

CRUISE NIGHTS

Here's the updated list, direct from the 2019 Inland Northwest Car Club Council's Calendar of Events.

If you go, contact fellow INCC members and invite them along. Please send pictures and/or written descriptions for our newsletter.

Monday

Paul Bunyan

8625 N. Government Way, Hayden, ID

Tuesday

Cinderella Customs (June 4 - Aug 27)

Yokes, Post Falls, ID

Zip's Drive Inn

12218 N. Market St., Mead, WA

Wednesday

Paul Bunyan

13735 Hwy 53, Rathdrum, ID

Paul Bunyan

30340 Hwy 200, Ponderay, ID

Steer Inn

7920 N Division St., Spokane, WA

Thursday

Prime Tyme Bar & Grill

Hwy 2 & Westwood, Chattaroy, WA

Ron's Drive Inn

12502 E. Sprague Ave., Spokane Valley, WA

Friday

Monitor Hot Rod Cafe

2960 Easy St., Wenatchee, WA

Zip's Drive Inn

1005 S. Main St., Deer Park, WA

Saturday

Car & Coffee Cruise In

(Apr 6 - Oct 12, 7:30 – 10:30 AM)

Players & Spectators/Aces Casino,

Spokane Valley, WA

2019 EVENT SCHEDULE

The following are suggestions only, based on past scheduling and club, club member participation. If anyone has idea or suggestions for club activities, please let club officers and your newsletter editor know so we can get the word out to all members.

AUGUST

Saturday, 3rd: 11 am

Rod Run Show

Tedder Business Center, Post Falls Idaho.

Info:

(208) 691-3015 or (208) 215-5230

NICCCrodrun@outlook.com

Facebook: North Idaho Classic Car Club

Quite possibly this is the event we scheduled last summer in place of Car d'Lane.

SEPTEMBER

Saturday 14th: 9 am,

Palouse Days Open Car Show

City Park, Palouse, Washington

Info

(509) 878-1852

Inestes12@gmail.com

More than likely your editor will receive and forward entry forms to this event.

OCTOBER

Cider Fest

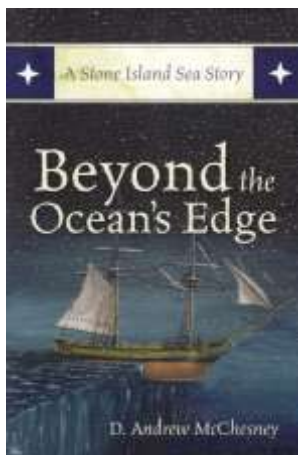
Possibly our host for Cider Fest has moved. We haven't had any word yet as to whether or not he and his family are planning to host this event again this year.

NOVEMBER

Nothing planned, but it might be a good time to have our annual planning meeting. That way we would have a head start on the next year.

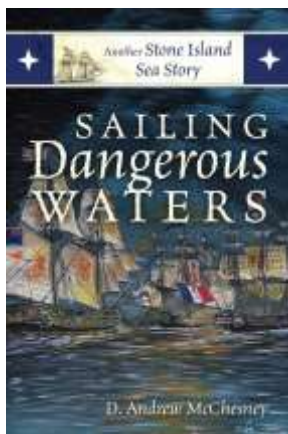
DECEMBER

Again, nothing is planned, but for the past couple of years we've had a club Christmas/Holiday party. It might be time to start thinking about one for this year.



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www.outskirtspress.com/webpage?isbn=9781478721895

They are currently on the shelf at:

The Well-Read Moose
2048 N. Main
Coeur d'Alene, Idaho

I usually have copies on hand, so contact me if you are interested. daveeva@comcast.net

Visit: www.stoneislandseastories.com

Visit www.spokaneauthors.org to learn about other local and independent Spokane area authors.

THEY SIGNED FOR US

Of all our national holidays, **Independence Day**, or the **Fourth of July** is the most favorite of most Americans. *Memorial Day* and *Veterans Day* are more sober events, but the **Fourth of July** usually brings forth nostalgic thoughts of happy days past. I still remember those fireworks, picnics, and parades of days gone by.

Today it seems that people have to hit the road and get away in order to celebrate the day. I also remember one **Fourth of July** back in 1945. We were sitting at anchor in a transport area named Kerema Retto, a small group of islands a little south of Okinawa when the Kamikazes flew in low. The fireworks display was quite impressive, but we didn't have a picnic.

I always liked the fireworks displays we used to have sitting at anchor in my boat off of Navy Pier Chicago much better as we watched the splendor.

What about that first **Fourth of July** back in 1776? The events that unfolded in Philadelphia changed the political thinking of the world and were placed on a piece of paper we call the **Declaration of Independence** had never been tried. I am amazed that those early patriots could come up with the far-fetched ideas of *truth* and *inalienable rights* to be *self-evident*, that *all are created equal*, deserving *life, liberty*, and entitled to the *pursuit of happiness*, with governments deriving their *just powers* from the *consent of the governed* and so on. We should take the time to re-read the *glorious document* that made it possible for us today to live our lives in such plenty. What a piece of magnificent thinking!

I keep thinking of those men who had the indomitable courage to sign the document. These were not an anarchist rabble, but men who had wealth, substance, and much to lose

if the revolution fizzled. If you delve into the history of the signers, you will find that they “mutually pledged to each other our lives, our fortunes and our sacred honor.” Many lost their fortunes and ended up penniless. Thomas Nelson Jr., a signer from Virginia, ordered troops to shell his own mansion when he learned it was a British headquarters. He was left in financial distress as a result of the war. Two signers, Hayward and Rutledge, were captured by the British and imprisoned. Arthur Middleton’s homes were ravaged by the British. Philip Livingston of New York had his home used as a British barracks and hospital. They confiscated his business interests. John Hart from New Jersey had his farm and mills wrecked by the redcoats and was driven into hiding. On returning after American victories at Princeton and Trenton, he found his wife sick and dying and his family scattered.

Thus was the plight of many of the signers. Not all of them signed on **July 4th**, but there were a total of 56 signers. The **War for Independence** had already begun. The British Army was a brutal force to be reckoned with. It was an experienced military and used all the tactics an invading army uses. There was no Geneva Convention in those days. No video cameras recorded their atrocities. Hanging was a common thing for them, as well as the firing squad. They had little concern for humiliation of the prisoners. Of course, they didn’t have news media to report their indiscretions.

Today, there are disagreements and dissensions amongst Americans. But, just think what it was like in **1776**. A great segment of the population remained loyal to the King. Not all were in favor of an **Independent Country** and were content with the indiscretions of the King. Fortunately, the *patriots* had greater zeal. The army of George Washington was hardly a match for the professionally trained British army, yet with all their handicaps, they were able to persevere and prevail over the British. What developed from that grand effort was our great country. And I repeat that! **“Great Country!”** We have every right to celebrate and remember how it all happened, and to remember those

who had the indomitable courage to put their name on that great document we refer to as the **Declaration of Independence**. Remember, they signed for us.

Stan Parks



Stan Parks is a WWII Navy Veteran, a retired dentist, and a member of **Spokane Authors And Self-Publishers**. He is the author of *Jakob’s Ladies*, historical fiction about a dentist in the wild-west and the ladies in his life.

As your editor, one of the things I try to do is ensure I don’t leave whole pages blank. With what we have to this point, there would have been about a page and a half unused. I found this in my miscellaneous files and thought I’d include it. I wrote it in the summer of 2015, and I thought I’d included it in an issue of the REAR ENGINE REVIEW. However, I can’t find it, so maybe I didn’t.

Back in the days when I drove a Corvair on a daily basis, one of the things I appreciated was the excellent visibility I had from the driver’s seat. Forward vision was great, but I really appreciated the view to the sides and the rear of the vehicle. A year or so ago when I first bought the Nissan Frontier, I was struck by how much more restrictive the view is, other than out the windshield.

A part of that reduced visibility is due to the incorporation of numerous safety items. Door pillars and window posts are thicker.

They are padded, and in the newest vehicles contain side impact air bags. Perhaps it is the height I sit at, but even the outside rearview mirror blocks my sight line when I'm making a left turn. My belief is that the mirror could be mounted three or four inches lower and still be just as effective.

The view out the back window or rear side windows is hampered by the presence of head rests at all main seating positions. Glancing in the mirror to check the view usually results in a close up inspection of said headrests.

When I first bought the Frontier, I felt much like a dog with one of those cones over its head... the ones used to keep the animal from getting to stitches. Visibility wise, I felt very restricted. A part of that might also be from the fact that I had always installed one of those four or five section "Wink"™ mirrors in my vehicles. The extra wide field of view they afford makes overall situational awareness that much easier. I've always felt safer and more aware of what is beside me or behind me when using those mirrors. To tell the truth, I wonder why they aren't standard equipment on today's vehicles. And yet, I am discovering that they are getting harder to find. It used to be one could go into a typical parts store and find three section, four section, or five section mirrors, plus alternative mounting kits and accessories.

As I sold off and cleaned out my Corvairs, I did find a four section unit that I had used in a previous vehicle. I'm toying with the idea of cleaning it up, finding some mounting hardware and installing it in the Frontier. Even with the plethora of head rests occupying the cabin, such a mirror should make rearward visibility a bit better.

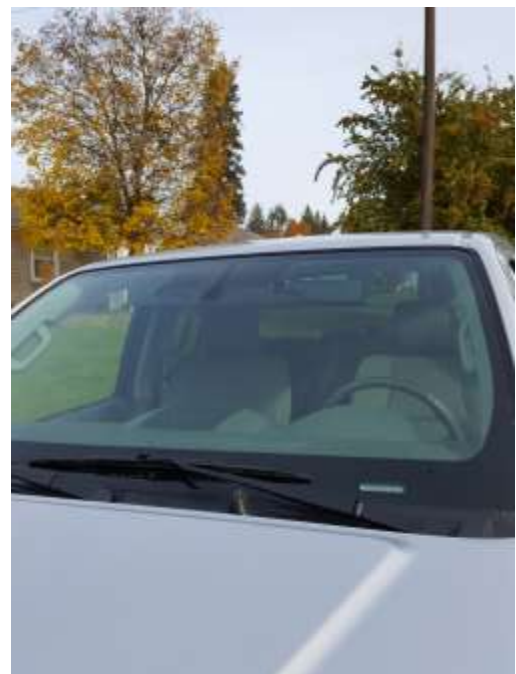
Update:

I did eventually install the four section mirror, and later upgraded to a five section unit. I also usually remove the headrests from the rear seats, although I will install them if someone is going to ride there. Recently circumstances forced me to operate the vehicle with the original rear view mirror for a couple of days, and I felt very restricted as to how much I

could see to the rear.



"Wink"™ mirror installed in the Frontier.



A little difficult to see, but it reaches across a good portion of the upper windshield.