



CHAPTER 990 of



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



REAR ENGINE REVIEW

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

FEBRUARY 2020

The **Rear Engine Review** is a monthly publication of the **INLAND NORTHWEST CORVAIR CLUB**, chapter 990 of the CORVAIR SOCIETY OF AMERICA (CORSAs). 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

Vice President (Activities): **Tom Schager**
 (509) 448-6347 tomkat560@msn.com

Secretary: **Open**

Web-Master: **Dave Fender**
 (509)533-1188 davefender@comcast.net

Treasurer (Editor): **Dave McChesney**
 (509) 325-2072 daveeva@comcast.net
 (509) 768-6178 (cell)

Director #1: **Barry Myers**
 (509) 258-8978 bmyers@cet.com

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



Yes, this really is the editor's desk!

I was hoping to be able to include word on our planning meeting in this issue. However I have yet to hear anything about it. As soon as I get word, I'll send it out to everyone in the Inland Northwest Corvair Club. That may be via a future issue of the REAR ENGINE REVIEW, or it might be by way of a special e-mail or actual mail sent via USPS.

I'm always open to input for the REAR ENGINE REVIEW. We can use personal Corvair stories, maintenance hints and tips, pictures, recipes, or information of a general nature. And if you go to and participate in a car show or other automotive hobby related event, help me get the news in the REAR ENGINE REVIEW. Snap a pic or two and send them along with brief note. I'll get it in the next REAR ENGINE REVIEW

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



Our Treasurer's Report is sent monthly to Inland Northwest Club members only via e-mail or USPS.

CRUISE NIGHTS

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

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

2020 EVENT SCHEDULE

JANUARY, FEBRUARY, or MARCH (?)

Annual Planning Meeting (?)

Date, Time, and Place to be Determined...

Let's try to do something every month of the year. If we do not have a specific event scheduled, we should have a set time and place to get together as a club.)

May



INCC planning meeting a few years ago.

FEBRUARY

Inland Northwest Car Club Council's Annual Show no Shine Banquet

Saturday, February 29th, 5:30 pm Social Hour

Mirabeau Hotel in Spokane Valley

Raffle Items, 50/50 Drawings

Music by Sharky and the Fins

\$40.00 per person.

\$97.00 for an overnight room! Ask for "INCCC

Night at the Drags!"

For tickets call:

Barry Iverson at (509) 999-9145 or,

Kayse Lyn Iverson at (509) 999-9144

Visit: www.incarclubcouncil.org to learn more

about the Inland Northwest Car Club Council

and this, their premier event.

Let make sure the Inland Northwest Corvair Club is well represented at this event this. It's a great way to get out of the house in the middle of winter!



Some of the door-prizes/raffle items available at last year's Show No Shine Banquet

APRIL – Open to suggestion.

MAY

Friday, Saturday, Sunday, 29, 30, 31 May,

ECONO-RUN NORTHWEST in Snoqualmie,

WA. More information when available.

NOTES OF INTEREST

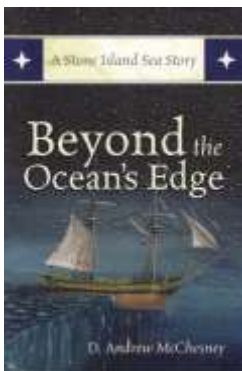
The Prairie Capital Corvair Club has restored a 1965 Corvair coupe with a 140 engine and Power glide transmission which is being raffled off with the drawing to be done May 15, 2020. Tickets are only \$10.00 each

and you can use your credit card to buy tickets by going to the CORSA web-site, www.corvair.org

So get your tickets and maybe someone in the Inland Northwest Corvair Club will have a new Corvair for next summer!

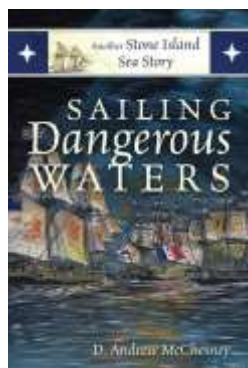
The Palouse Day Show & Shine web page, palousedays.com has been updated with the 2019 pictures and class winners. Please enjoy and hope to see you on Sept 19, 2020, for this year's show.
Loren Estes, Palouse Day Show & Shine

Let's see if we can't get a whole bunch of Corvairs to the 2020 event!



Available on-line at:

www.amzn.com/dp/B008TXC332
www.barnesandnoble.com/w/1110841420
www.outskirtspress.com/bookstore/9781432780371.html
www.outskirtspress.com/webpage?isbn=9781432780371



Available on-line at:

www.amzn.com/dp/B00HF9Y05K
www.barnesandnoble.com/w/1117766331
www.outskirtspress.com/bookstore/9781478721895.html
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

(The following has nothing to do with Corvairs, although vessels discussed are wind propelled while Corvairs are air cooled. It's included to use up space available in the newsletter.)

THE NUMBERS GAME DURING THE AGE OF SAIL

During the Age of Sail, warships were ranked and identified by the number of guns they carried, but ships rarely carried the number of guns noted by their official rate. Certain types or sizes of guns, or guns in certain locations did not count, and the general practice was to equip a vessel with as many weapons as possible.

The typical Royal Navy thirty-eight gun frigate originally carried twenty-eight eighteen pounder guns on the upper gun deck and ten nine pounders on the quarterdeck and fo'c'sle for a total equal to their rated thirty-eight guns. With the rising popularity of the light but powerful carronade, frigates began adding ten or so thirty-two pounder carronades to the existing armament. Now carrying a total of forty-eight guns, these frigates were still rated as thirty-eights. The carronades did not count.

In some cases the original nine pounders were removed and replaced with an additional ten or so carronades. As these substituted for guns originally figuring into the ship's rate, they were not discounted. Otherwise the ship would have been re-rated as a twenty-eight gun ship; a sixth rate instead of a fifth rate.

It was not uncommon for warships to be armed with as many as ten or even more guns over their official rate. USS *Constitution*, famously known as *Old Ironsides*, is identified

as a forty-four gun frigate. Yet for much of her fabled career, she carried fifty-four or more guns, as did her sister ships, USS *United States* and USS *President*.

This difference in official rate and the number of guns actually carried often provided material for the spin doctors of the day. One referenced one's own ships by their official rate, and referred to the actual or reported number of guns aboard an enemy vessel. Thus the battle between USS *Constitution* and HMS *Guerriere* would have been chronicled by Americans as "our ship of forty-four guns defeated an enemy vessel of forty-nine guns." It makes it seem as if "our" ship was the smaller of the two, and thus won a more improbable battle. The British would have stated that their thirty-eight gun frigate made a valiant effort against a much larger opponent of fifty-five guns... offering condolences, and even excuses for the loss.

Simply comparing the number of guns, as rated or as actually equipped, does not allow for differences in the size of those weapons. In the engagement noted above, the American frigate was armed with twenty-four pounders on the upper gun deck against her Royal Navy opponent's eighteen pounders. *Constitution* also carried more thirty-two pounder carronades on her quarterback and fo'c'sle when compared to *Guerriere*. (The other US forty-four gun frigates were commonly armed with forty-two pounder carronades.)

It should be noted that *Constitution* was larger and of much heavier construction. The American frigate had a much larger crew, enabling her twenty-four pounders to fire as fast as the British eighteen pounders. Additionally American crews were able to conduct more live firing practice. British crews were often restricted to due to allowed supplies of gunpowder.

Logically, a larger vessel, with a larger crew, and more and larger guns should be the victor, but what happened when opponents were evenly matched? Then the deciding factor was often which crew was better trained and more experienced. USS *Chesapeake* and HMS *Shannon* were close to evenly matched

in terms of armament. *Shannon's* crew had been together for years, her captain placed a great deal of emphasis on gunnery, and even provided additional powder for practice from his own funds. While he had had success earlier in the War Of 1812, James Lawrence had just assumed command of *Chesapeake*. Many of her crew were also newly reported aboard. Thus when she sailed from Boston on June 1, 1813, to accept the British challenge, it was with a crew and captain that had never operated together. This lack of experience resulted in a British victory after just a few minutes of battle.



I painted this image of USS Constitution (Old Ironsides) soon after returning from deployment aboard USS Forrestal (CV-59) seen to the far right.



Pen and ink image of Constitution created in the 1930s by Anders Anderson, a friend of my grandparents.