



CHAPTER 990 of



# REAR ENGINE REVIEW

MARCH 2020

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



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](mailto:corvairclub@comcast.net), or the editor at [daveeva@comcast.net](mailto: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**

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

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**ADVERTISEMENT RATES:**

Club Member (renew after two months)	FREE
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(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



*Last year's Show No Shine*

Within a day or so of sending out last month's edition of the Rear Engine Review, I received word about our annual planning meeting. I e-mailed everyone in the club or sent information by mail with regards to the meeting. I hope everyone received it okay. As a result of that meeting, we have a number of events scheduled for the coming year. We still have a few months that have nothing planned, so if you have any ideas for something the club could do, please let an officer or board member know. I personally would like to see us doing something each month, whether we participate in another organizations event, one of our own, or simply get together for an afternoon and "hang out." I believe we have so many extended periods with no or little club activity that we tend to drift apart.

I've gone to the Inland Northwest Car Club Council's big *Show No Shine* event for the past three years, and it is disappointing to see such little turn out from the Inland Northwest Corvair Club. Besides myself, there was one other current member there this year. In addition there are usually a few former members there as well.

We may not realize it, but we have something unique in the Car Club Council. It is rare for multiple car clubs to band together, to help each other out, and to work together not only to promote and publicize our classic and antique cars, but also to do a bit of community service and provide scholarships and the like to deserving students in the area. (And if you

would have been there last year, you would have seen the REAR ENGINE REVIEW named as the Inland Northwest Car Club Council's Newsletter of the year for 2018. To be honest, I am a little disappointed that no one from our club has ever offered any sort of congratulations or for that matter, has even mentioned it.)

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. 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



*INCC members Eve and Tom Kammers of Oroville, WA. and their classic Chevis. The Corvair is his!*

### 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.



*A side view of Tom Kammers' sharp looking late model Sports Coupe.*

## PLANNING MEETING

On Sunday, the 23<sup>rd</sup> of February several members of the Inland Northwest Corvaair Club got together at Zip's Drive In by Felts Field to schedule club events for the coming year.

Those attending included: Craig Nicol, John Vujovich, Tom and Kathy Schager, Dave Raezer, Dave Fender, Roger Becker, Rick Neet, and Dave McChesney.

The result of our planning is listed elsewhere under "2020 Event Schedule." We still have a few months with nothing scheduled, so if you have an idea for something, if you'd like to host or coordinate something, please let everyone know. Let's all get involved and make the INCC an active and involved group.

## INCCC'S SHOW NO SHINE!

As has become an annual tradition, the last Saturday of February saw representatives of multiple local car clubs get together at the Mirabeau Hotel in Spokane Valley. The evening event celebrated another year of success and cooperation in the local car club community. This year's theme was "Night at the Drags."

Attendees got to dine on a fine buffet dinner provided by the Mirabeau Hotel staff, and all got to listen to the sounds of Sharky and the Fins.

One time Corvaair Club members attending included Don and Carrie Maak, along with their daughter. While he is no longer a member of our club, Don acts as our representative to the Inland Northwest Car Club Council. Curt Campbell was also there as a member of the Studebaker Club.

Active Inland Northwest Car Club members attending included Rick Neet and wife, and Dave McChesney.

Many clubs and some individuals put together raffle prizes or prize baskets to be awarded during the evening. Some include food, automotive accessories, drink, car themed furniture, barbeque grills and the like. On behalf of the Inland Northwest Corvaair Club, Dave McChesney provided a small package made up of a copy of each of his two books and a set of four framed prints of some of his art work. This year those paintings depicted to some degree, a Corvaair in various settings.



Raffle prize package provided by Dave McChesney on behalf of the Inland Northwest Corvair Club.

As luck would have it, the package stayed within our club. It went home with Rick and his wife.

There was also an engine block coffee table, which must have been a trick to get home after the event, and a stand up lounge table with exhaust pipes for legs, a "smart" big screen television set, and more.

Besides the raffle there was also a 50/50 drawing. The winner went home with at least a couple hundred dollars. Money raised via the raffle packages, the 50/50 drawing, and other events throughout the year help fund the Inland Northwest Car Club Scholarship Foundation.

Several annual awards were given out over the course of the evening. Mopars Unlimited was awarded Newsletter of the Year. Business of the Year went to North Hill Auto Repair, Man of the Year to Duane Murphy, and Woman of the Year to Pam Stott. Your reporter was unable to record the names of the Couple of the Year, but that award was given out as well. Congratulations to all!

Most importantly, everyone who wanted one went home with a copy of the new Event Calendar published by the Car Club Council. If it is not already there, it should soon be in local businesses and sponsors around the area. Additionally it will be available on the Car Club Council's web-site [www.incarclubcouncil.org](http://www.incarclubcouncil.org) once it has been distributed to all physical locations. For those who are not familiar with

the Event Calendar, it provides a listing of nearly all car club and automotive related events in the Inland Northwest and beyond.



Loaded up and ready to go. Tom and his '65.

## CRUISE IN'S

We've called these *Cruise Nights* in the past, but it seems they are now **Cruise In's**. The schedule below is from the new 2020 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 Nights (6/2 – 8/25, 6:30 – 8:30 pm)

Yokes, Post Falls, ID

### Zip's Drive Inn

12218 N. Market St., Mead, WA

### Wednesday

Paul Bunyan

13735 Hwy 53, Rathdrum, 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**  
Kalispel Casino  
420 Qlispe River Way, Cusick. WA

## 2020 EVENT SCHEDULE

More detailed information will be available as we get closer to each specific event.

**MARCH**  
Nothing currently planned. Any suggestions?

**APRIL**  
Nothing currently planned. Any suggestions?

**MAY**  
Sunday 17<sup>th</sup>  
Tech – N – Tune at Roger Becker's place

Friday, Saturday, Sunday 29<sup>th</sup>, 30<sup>th</sup>, 31<sup>th</sup>  
Reserve the date and Join the FUN!  
Pacific Northwest Corvair Econo Run XLVII  
Snoqualmie, Washington  
Hampton Inns and Suites  
[https://www.corvairnorthwest.org/civicrm/?](https://www.corvairnorthwest.org/civicrm/)



*Last year's logo. Your editor understands it will be the same each year, with the year designation change to reflect the current year.*

**JUNE**  
Friday 19<sup>th</sup>  
Car d' Lane Cruise Night

**REAR ENGINE REVIEW**

**Saturday, 20<sup>th</sup>**  
Car d' Lane Car Show...  
& BBQ at Craig Nicol's new place.

**JULY**  
Monday 6<sup>th</sup> – Saturday 11<sup>th</sup>  
International CORSA Convention, hosted by the San Diego Corvair Club

**Sunday 19<sup>th</sup>**  
Houseboat Cruise hosted by Craig Nicol

**AUGUST**  
Sunday, 16<sup>th</sup>  
BBQ, Picnic at John Vujovich's place

**SEPTEMBER**  
Saturday 12<sup>th</sup>  
Run To Harrison Car Show, Harrison ID

**Saturday 19<sup>th</sup>**  
Palouse Days Open Car Show, Palouse, WA

**OCTOBER**  
Nothing currently planned. Any suggestions?

**NOVEMBER**  
Nothing currently planned. Any suggestions?

**DECEMBER**  
Sunday 13<sup>th</sup>  
Christmas/Holiday Party at Longhorn BBQ

(October or November might be a great time to hold a "pre-planning" meeting for 2021, so we can have any possible events scheduled and on the books for early in the New Year.)

**JANUARY 2021**  
Nothing currently planned. Any suggestions?

**FEBRUARY 2021**  
INCCC Banquet "Show No Shine" Info TBA

**MARCH 2021**  
Nothing currently planned. Any suggestions?



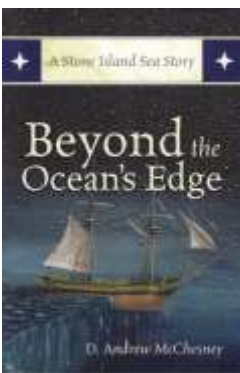
## CORVAIR RAFFLE

The Prairie Capital Corvair Club has restored a 1965 Corvair coupe with a 140 hp engine and Power glide transmission which is being raffled off by the Corvair Preservation Foundation. The drawing will be 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](http://www.corvair.org) You can also download a mail-in form and buy tickets that way. I have the form if anyone wants it. I can e-mail it or send it to you via USPS.

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

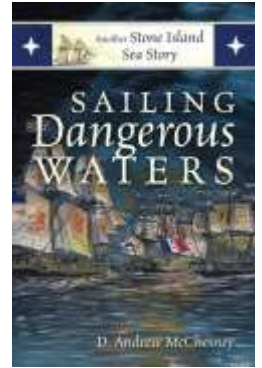


*The car that is being raffled off!*



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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](mailto:daveeva@comcast.net)  
Visit: [www.stoneislandseastories.com](http://www.stoneislandseastories.com)

## WHITE SPACE ELIMINATOR

A little bit of white space is welcome. It breaks things up and makes it easier to read. Still over a page of it can seem like wasted space. Therefore I'll provide a bit of an excerpt from one of the Stone Island Sea Stories...

Pierce fidgeted, looking at his watch, anxious for the last members of the official delegation to be aboard. They milled about on the quay, halting the loading of their dunnage as time and time again it seemed, a needed item was discovered to be in a chest destined for the very depths of the hold. At the same time, as members of the group tried to make their way on board, they were waylaid by residents or those being left behind with some sort of authority. In the not so distant future, a future measured now in portions of an hour, they would lose the tide and sailing would have to wait.

Why had he agreed to convey the results of the vote and the island's representative to the Vespican capital? Why could he not have insisted

that *Island Expedition* sail for England as soon as repairs had been completed? That had been his original plan, but at the insistence of Smythe and others, he had been convinced to remain and make this additional trip to the Vespican mainland. Quite possibly he could have refused the request, even though his orders placed him in service to the British Island Expedition Organization and those in charge on Stone Island. As the delays mounted, and as each small sign of progress conversely brought forth additional detours, he sincerely wished he had followed his initial desires.

Now he would have to make the voyage to Bostwick and wait while the delegates from the newest Independent Land of Vespica proceeded through the ceremonies of diplomacy and annexation. Then there would be a return voyage to Stone Island, against the prevailing westerly winds. More time would be lost before they were ready to sail on their homeward journey.

Exasperated by the endless delays and tired of watching the circus being staged on the quay, Pierce all but gave up hope of sailing on the current tide. He forced himself to stand immobile along the starboard rail and gaze idly across the bay. When his patience could wait no longer, and he was about to check his watch once more, Hotchkiss approached him.

“Sir!” the first lieutenant said quietly. And when Pierce did not respond, he said again, “sir!”

“Yes, Mr. Hotchkiss?”

“I am happy to report that everyone and everything is aboard. With your permission, we may get underway.”

“The tide?” Pierce asked, even as he looked at his watch to check for himself.

“Still time, sir.”

“Well then, let us be at it. Allow Mr. Townsend the honor of taking us out. Quite naturally we shall have Mr. O’Brien as well as ourselves nearby to see that all goes well.”

“Aye, sir!” Hotchkiss tipped his hat in salute and turned to the master. “Mr. O’Brien, we shall proceed to sea. Mr. Townsend is to have the conn.”

“Aye aye, sir.”

“Mr. Townsend!” shouted Hotchkiss, for the midshipman was forward dealing with a last minute problem. “Leave that until later! You are to take us out!”

“Aye aye, sir!” Townsend hurried aft, shouting as he came. “Cast loose fore and aft! In the boats, take up the slack! Put your backs into it now! Pull!”

Because the wind effectively pinned the schooner against the pier, the boats would pull her far enough away to allow a minimum of sea room and permit them to sail on a starboard reach or tack, roughly parallel with the shore.

“All free forward! All free aft!”

“Shove off, lads!” roared Townsend, directing his voice to those hands standing by with spare oars and sweeps. Their push against the quay would help give the schooner an initial impetuous to move away from the dock. That first push would also impart some momentum and make the work of those in the boats just a little easier.

“Damn it, sir! The brow!” shouted Davis, the bo’sun’s mate. In trying to make the tide, the boarding plank had not been detached and set ashore. Now, as the slightest movement came upon the vessel, that walkway betwixt ship and shore twisted in the entry port and drug across the quay’s stone pavement. The lines that secured it to the rail grew taut.

Pierce had been watching the procedures with a certain detachment, confident in young Mr. Townsend’s abilities, and the knowledge that several senior and experienced individuals were there and ready to assist if he should face any difficulty. But with Davis’s shout and his own notice of the problem, Pierce became more attentive. Still, he did not take charge, and for the moment he sincerely hoped that no one else did either. He wanted to see how Townsend would deal with it.

.... The opening pages of Chapter Thirteen, “The Diplomatic Voyage,” from *Sailing Dangerous Waters: Another Stone Island Sea Story*