



CHAPTER 990 of



REAR ENGINE REVIEW SEPTEMBER 2020

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



Back to School, one way or the other!

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.

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Director #2: **Open**

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

ADVERTISEMENT RATES:

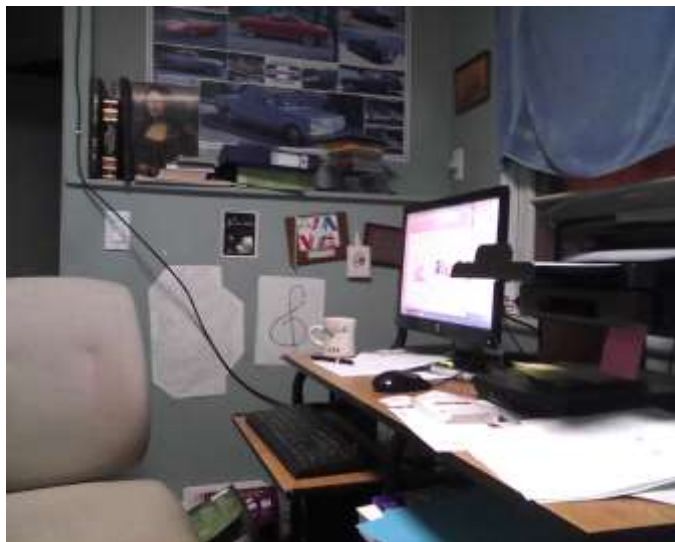
Club Member (renew after two months)	FREE
Non-Club Member (first month)	FREE
(each additional month)	\$1.00
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(per year)	\$20.00

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



Yes, this is the real thing... your editor's desk.

Once again it's time to prepare and distribute another issue of the REAR ENGINE REVIEW. Needless to say, these past few months have been different and difficult for all of us. Restrictions, lockdowns, and the threat of grave illness from the current pandemic have wreaked havoc with our usual car club activities. My hope is that we all follow the guidelines for masks, social distancing, and being aware of circumstances and possible infection, so that in the near future things will be closer to what we might see as normal. Until then, let's stay safe, stay strong, and have the patience needed to wait it out.

I consider the REAR ENGINE REVIEW to be a forum that members of the Inland Northwest Corvair Club can use to stay in touch with each other. I as editor and our fellow members can make use of your input, thoughts, and ideas as we wait for the time when we can meet and participate in club activities once again. I look forward to the day when I have enough material that I have to decide what to include and what not to put in the newsletter, rather than having to scrape up something so I can send out something worthwhile

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

(Received this from a member a couple of weeks ago. I appreciate it!))

Thanks Dave,

This COVID thing has really put the kibosh on every activity we usually enjoy when there is no pandemic.

Thanks to Craig Nicol, Bob Phelps, Rick Neet, and Roger Becker for helping to resolve my distributor problem with the '67 500. This certainly makes the case for being a club member and utilizing the talents of fellow members.

Clark's makes a distributor placement which works like a charm if anyone out there has noticed, coughing, sputtering, and loss of power with their Corvairs, or any other car with standard point ignition.

Your persistence at keeping the RER in print has helped to keep the club active.

Thanks again!

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.

CELEBRATE THE DATE!

September Birthdays

Monday, the 7th: Roger Becker
Happy Birthday, Roger!!

August Anniversaries
None submitted

INCC members, let us know your Birthday and Anniversary dates and those of your most immediate family. We'll help you celebrate by listing your special days here. Who knows, a fellow club member might send you a card!

CRUISE IN'S

(It's very likely that these are currently on hold, waiting for the stay at

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home order to be lifted.)

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.

SEPTEMBER 2020

(Any and all events subject to cancellation or rescheduling due to Corona Virus/Covid 19 Pandemic)

SEPTEMBER

Saturday 12th

Run To Harrison Car Show, Harrison ID

(A check with the INCCC web-site/event calendar indicates that as of 24 August, this event is still scheduled. However, it might be a good idea to check if you are planning on going.)

Saturday 19th

~~Palouse Days Open Car Show, Palouse, WA~~ CANCELLED

OCTOBER

Nothing currently planned. Any suggestions?

NOVEMBER

Nothing currently planned. Any suggestions?

DECEMBER

Sunday 13th

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?

MY CORVAIRS

Over time it seems, your editor has cajoled INCC members to send pics of their Corvairs and a little about themselves and their cars for inclusion in the REAR ENGINE REVIEW. Recently, a fellow member suggested the editor get the ball rolling by

including pics of his own Corvairs. So, here goes part two...

While still stationed at NAS Lemoore, I eventually ended up buying my (at that time) girl friend's stepdad's 62 Corvair Monza. It was white with a Power Glide transmission. Eventually I traded it for a Pontiac Fiero, which eventually became a Chevrolet Beretta, a Chevy Blazer, and finally Eva's Toyota Highlander. (Her present day vehicle.)

Once I'd retired from the Navy and we were back here in Spokane, the '65 Monza I'd bought became my daily driver. Finally the time came when I had trouble keeping it running and Eva suggested I should see if I could find a truck of some sort to drive. Ended up buying a 1962 Corvair Rampside, which became my daily driver for several years. Eventually it began to have problems and I ended up adding a late 90s Suzuki Sidekick to the collection. As time went by, I got the Rampside running again and drove it on occasion. I started what should have been a short period of repair and revamp on the '65, but somehow never got to the end of the project.

One early morning while heading to work in the Rampside, it decided it had driven its last. I got it to the side of the road and called a co-worker to get me to work. Had it towed home, expecting that eventually I'd get it running and back on the road again.

By this time I'd gotten into writing and realized I would rather sit down and edit a previously written chapter than to go to the garage and change oil, or perform any variety of automotive maintenance tasks. Eventually, both Corvairs went up for sale and ultimately found homes elsewhere.

So now, the only Corvairs in my possession are in miniature form. There is the 1/12 scale, late model convertible pictured last month, as well as a 1960 Monza from Franklin Mint. And somewhere I have a handful of Hot Wheels, V-8 in the backseat variants. In addition I have a very small late model from Galoob, I think it is. It's only about an inch long.



My 1965 "Spyderized" Monza Coupe, sitting in front of our current residence, sometime in the early part of this century.



Model from Franklin Mint of a 1960 Monza.



The 1962 Rampside, seen sometime in 2013.



"Tim" as the Rampside was referred to, enroute to his new home in the Seattle area.



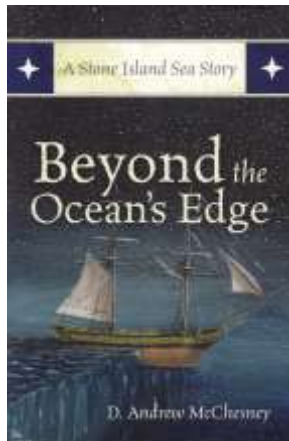
My current collection of Corvairs is much smaller and includes this 1/12 scale die-cast model of a 1969 Corvair convertible. I found it at the Early Ford V-8 Club Swap Meet at the Spokane Fairgrounds a few years ago.



"Ralph" leaving for his new home in Montana

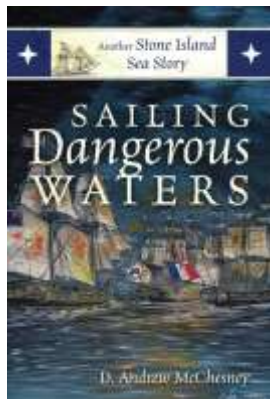
I think all fellow Corvair enthusiasts would like to hear how each of our members

came to enjoy and possess their Corvairs, as well as see a picture or two of them. It needn't be in such detail as this, but I would really enjoy the opportunity to help you share the information and pics with fellow INCC members, as well as the larger Corvair and car club community.



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They are currently on the shelf at:

The Well-Read Moose
2048 N. Main
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I usually have copies on hand, so contact me if you are interested. daveeva@comcast.net
Visit: www.stoneislandseastories.com

Darnahsian Pirates, the third book in the series has been completed. I'm currently in the process of editing and refining it. I hope it will be available by the end of this year or early next year. Here's an excerpt from Chapter Eight, "Three over the Edge," of that story.

As evening came on, the three vessels sailed easily with the wind on their port quarter. The leading barkentine carried a fair amount of canvas, while the following schooners carried a bare minimum. Even so they both found it necessary to head up wind from time to time to avoid running down the leader. Pierce was on the quarterdeck aboard *Island Expedition*, talking with Sir Ronald Author. The ship designer and builder had elected to make the journey to Stone Island and Vespica following the passing of his wife.

"Oh, Pierce, if I'd had the time," he whined. "A few weeks on the ways, or even careened, and I could have done a partial rebuild on that damned barkentine. A little bit off here, and some more there, and that Frenchie would sail faster than a slow walk."

"With what you've done with this and *Island Enterprise*, I'm sure of it. Still, she is a well designed and built vessel, and she carries more than her share of passengers and supplies."

"Aye, but she's so damned slow."

Evangeline was on deck now, carrying Glenn Lewis. "He's frets below. Perhaps a bit of air will do him good," she said. The child reached for Pierce.

"It can be stuffy this time of day," replied Pierce, who took the child. Hiram and Gertie came on deck as well, seeking a bit of relief from the closeness below. "We should be crossing anytime now. I'm starting to feel it."

Junior whined and whimpered, pressing against Hiram, who reached down to reassure him. "Do you see that?" asked Evangeline, pointing forward. As they watched, *Rose Marie* became transparent. Briefly details of interior

construction could be seen, as if she were on the ways prior to being planked. They could even see people moving around below decks. As they watched, the strange image faded and within a moment the brigantine vanished completely. "Oh my!" said Evangeline with some alarm in her voice.

"We've never crossed in company before," said Pierce. "I'm sure it's is a normal part of the process." A few moments later he spoke again. "We are crossing. There's that feeling of timelessness again. Feels like eons since the others returned to their respective vessels."

Glenn Lewis giggled, a wide grin on his face. He looked about in wonder, surprised but not at all afraid. He bounced and wiggled excitedly in Pierce's arms.

"He seems to enjoy it!" remarked Gertie. "Can't say I do, though."

"Why, what is it, Gertie," asked Evangeline.

"Much the same as Commander Isaac said he sees. We are sailing on the water, but the stars are all around."

"That's much as he describes it, but for me, I feel the timelessness Edward mentions." She took the child from Pierce. "Makes one feel small, insignificant!"

"You strike the heart of the matter, my dear," said Pierce. He turned to gaze at *Island Enterprise* follow them into the crossing. As he watched, the vessel winked out of existence. It didn't slowly fade from sight as had the barkentine. It was there, hull up, a minimum of sail creating no more than a ripple along the side, and then in a blink of an eye, the schooner was gone. There was not even a wake to mark where it had been.

The full measure of timelessness and a burden of loneliness weighed on Pierce. The only thing in the world now was the schooner *Island Expedition*. Friends, comrades, his charges were gone and he knew not where. He told himself this was the way it was when multiple vessels crossed a set of transition coordinates. As no one had ever crossed in formation before, he could not be sure this was normal.

"She's gone, sir!" Morgan said with

surprise.

"Indeed, Tom," Pierce answered. "Quicker than a wink."

"But look there!" Spencer the sailing master, hollered from the fore deck. The barkentine has reappeared!"

"A relief, to be sure," said Morgan. "All at once, or gradually, Mr. Spencer?"

"At once!"

Pierce permitted himself a guarded sigh of relief, but with the third vessel still not visible, he could not completely relax.

Glenn Lewis wiggled in Evangeline's arms, struggling to get down. She complied with his wishes but kept a firm hold of his hand. The lad tugged her aft and at the taffrail attempted to climb up. Evangeline lifted him up so he could see. She sat the child on the rail and followed his gaze. Others on deck noticed, and more eyes swiveled in that direction. A ghostly apparition of a vessel manifested itself. It was transparent and they saw right through it. They could distinguish frames, planking, and long copper bolts that held the various parts in place. It slowly solidified, became opaque and at last solidified into the following schooner.