

'Vair-iations

NEWSLETTER OF THE NIAGARA FRONTIER CORVAIR CLUB

VOLUME 33, NUMBER 6

JUNE 2005

CENTRAL NEW YORK CORVAIR CLUB and THE FOUR CLUBS PRESENTS "RECALL 05"

June 10-12, 2005

RECALL 05 – Baldwinsville NY

Central New York Corvair Club and the Four Clubs will combine this year to present **"RECALL 05" for a weekend of fun, food and friends.** Friday, June 10, thru Sunday, June 12, 2005. This year features our Famous hospitality suite, Tours, cruz-in and welcome party, autocross, Concour, Car Display, funkhana, valve cover race, awards and banquet with door prizes and raffles.

RECALL SCHEDULE OF EVENTS

Friday June 10

12:00 PM Registration opens

1:00 PM Tour to Train Museum

4:00 PM Hospitality Suite opens

6:00 PM Cruise-in & Welcome Party
Rachel Lynn Ice Cream Crossing
Entertainment by: "Mixed Nuts"

Saturday June 11

9:00 AM Hospitality Suite opens

9:00 AM-12:00 PM Concourse and Car
display Judging

9:00 AM- 12:00 PM Model Contest set up and
judging

1 PM Funkhana Drivers meeting

1:15 aprox ladies race

1:30 aprox. Men race

2:00 PM Baldwinsville tour

aprox 2:00 PM Guided talk/tour of
McHarrie's Legacy

one room school house

This months display "History of house work
Its never done".

Also at the same time you may attend prior to
or after tour

Peony Feast with guided tour. And

By invitation only Art Show and Sale

* you may start this tour at any time you wish
Guides will be in your Bags.

* Grass parking for McHarrie's is in the works
you will be able to leave cars there and walk
the rest of the tour (bit of a walk) parking in
the Village is municipal FREE

Parking (short distances to featured shoppes)

But at this time NO special parking for
"Corvair Only" but I am sure I can check that
possibility out.

5:45 Corvair Convoy leaves for Fireside Inn

6:00PM Cocktails & Awards Presentation

7:00 PM Banquet Awards 50/50 Raffles door
prizes

Sunday June 12

Farewell breakfast (informal and on your own)
at Vicki's Cozy Corner just across parking lot.
A group of us usually meet there about 8 AM
for farewells (serves breakfast only 7 AM -
1PM)

9:00 AM Auto Cross

MINUTES OF MEETING

DATE Monday May 2, 2005

TIME: 7:00 PM

PLACE: Northtown Dodge.

Our April meeting was called to order by Rich McClive at 7:00pm. There were 18 persons in attendance including 2 of Scott Wagner's sons, bettering our last month's record number.

Chuck Facklam's Family

Chuck was not at our meeting due to his Mother in law being seriously ill.

Note: Unfortunately, later that week Chuck advised Mary's mother had passed away. Please keep them in your thoughts.

Video from Carlisle Convention

We showed a brief video from this past convention with some Auto-Cross racing footage. Got to say it is always interesting to watch someone race a Greenbrier. Sure do get some sway in the corners.

New Member

Scott Wagner introduced himself, and his two (2) of his sons. Looks like some family enthusiasm here and I suspect he will get them working on his "new" Corvair before too long.

4 Clubs and Recall

Rich mentioned he was at a meeting for this event in Rochester. Looks like it will be an interesting event and attendees are urged to register as soon as possible to help with planning.

TREASURER'S REPORT

We are in good shape at this time with a balance of \$935.33

I hope everyone had an enjoyable May . I am looking forward to seeing you at our June, and first outdoor meeting of the season.

NFCC Secretary
John Dawley

**Niagara Frontier Corvair Club
P.O. Box 45
Buffalo, N.Y. 14224**

-----ESTABLISHED 1973-----

A Chartered Chapter of the Corvair Society of America

President	Chuck Facklam	(716) 655-0508
Vice President	Rich McClive	(716) 873-2118
Secretary	John Dawley	(716) 832-8551
Treasurer	John Dawley	(716) 832-8551
Membership	Rich McClive	(716) 873-2118

Club Membership - \$10.00 per year. Dues may be paid at monthly meeting or by mailing:
to the Club address above. Membership year runs from July 1 to June 30.

NEXT MEETING

The next meeting of the Niagara Frontier Corvair Club will be on **Tuesday, June 14, 2005** at **Jimmy B's**, 6856 South Transit Road, Lockport, NY. The meeting will be held by the cars at 7:00pm. Or rain date Thursday, June 16, 2005.

2005 CORVAIR CALENDAR

...NFCC EVENTS, AND OTHER GOOD STUFF

- | | |
|---|---|
| <p>Jun. 10th, 11th
& 12th -----</p> | <p>Central New York Corvair Club and the Four Clubs will combine this year to present "RECALL 05" Friday, June 10, thru Sunday, June 12, 2005 in Baldwinsville, NY. Info: Doug Dunlap (315) 638-9728 or DDUNLAP3@twcnv.ny.us.</p> |
| <p>June 14th -----</p> | <p>NFCC meeting cruise night on Tuesday, June 14, 2005 at Jimmy B's, 6856 South Transit Road, Lockport, NY. The meeting will be held by the cars at 7:00pm. Or rain date Thursday, June 16, 2005.</p> |
| <p>June 20th -----</p> | <p>NFCC Cruise night on Monday, June 20, 2005 at Alice's Kitchen Restaurant, 3122 Sheridan Drive, Amherst, NY from 5-9pm.</p> |
| <p>June 25th
& 26th -----</p> | <p>NIAGARA 2005 Auto Swap Meet and Car Show will be held on Saturday June 25 and Sunday 26, 2005. Niagara County Fairgrounds, Route 78, Lockport, NY.</p> |
| <p>July 8th -----</p> | <p>PADDOCK CHEVROLET 8TH ANNUAL "SUPER CRUISE" on Friday, July 8, 2005 at Paddock Chevrolet, Delaware Ave, Kenmore, NY.</p> |
| <p>July 13th -----</p> | <p>NFCC meeting BLUES CRUISE on Wednesday July 13, 2005 at Lake Erie Italian Club, 3200 South Park Ave., Lackawanna, NY from 6-9pm. <u>TO BENEFIT LACKAWANNA & SOUTH BUFFALO PANTRIES NON FOOD NEEDS</u> Meet by the cars at 7:00pm.</p> |
| <p>July 14th -----</p> | <p>Gillogly Super Cruise on Thursday July 14, 2005 at Gillogly Chevrolet Central, 177 Union Road, W. Seneca, NY from 5-9 pm</p> |
| <p>July 23rd -----</p> | <p>GM Powertrain Show will be held on Saturday July 23, 2005 at GM Powertrain, River Road, Tonawanda, NY.</p> |
| <p>July 26th
-30th -----</p> | <p>2005 CORSA International Convention will be in Portland, Oregon this year from Tuesday, July 26 to Saturday, July 30, 2005.</p> |
| <p>July 27th -----</p> | <p>1st ANNUAL CRUSIN & ROCKIN FOR CHARITY on Wednesday July 27, 2005 at Big Ugly's Pub, 616 West Ave., Rt. 31, Lockport, Ny from 6-9pm. \$5.00 Admission. Rain DATE AUG. 3, 2005 <u>TO BENEFIT ERIE & NIAGARA COUNTY SPCA</u>. Sponsored by Big Ugly's Pub and Niagara Frontier Corvair Club.</p> |
| <p>Aug. 7th -----</p> | <p>42nd Eden Corn Festival Auto Show will be held on Sunday August 7, 2004. Rain or Shine. Eden Elementary School, Route 62, Eden, NY. To benefit Eden Co-Op Nursery School.</p> |
| <p>Aug. 17th -----</p> | <p>NFCC meeting on Wednesday August 17, 2005 at Adrian's Custard & Beef, 2335 Grand Island Blvd., near corner of County Hwy 249/Baseline Road on Grand Island. The meeting will be held at by the cars at 7:00pm. Rain or Shine.</p> |
| <p>Aug. 28th -----</p> | <p>19th ANNUAL EAST AURORA TOY FEST CAR SHOW – will be on Sunday, August 28, 2005, Main St., Rt.20A, East Aurora, NY from 9AM - 4 PM</p> |
| <p>Aug 29th -----</p> | <p>AN EVENING OF AMERICAN CLASSICS CAR CRUISE & CIVILETTO SINGS SINATRA on Monday August 29, 2005 at Beachwood Residence & Nursing Home, 2235 Millersport Highway, Getzville, NY from 6:30-8:30pm.</p> |
| <p>Sept. 4th -----</p> | <p>NFCC September meeting at 22nd Annual Autumn Sports Classis will be held on Sunday, September 4, 2005. More information to follow.</p> |

Sept. 13th ----- Rain date for the September NFCC meeting will be on Tuesday, Sept. 13, 2005 at The Pier.
The meeting will be held at by the cars at 7:00pm.

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SPECIAL NOTICE

There will be Peoples Choice classes at this years Recall/ 4 Clubs event all though it will use the official CORSA terminology of "Display Class".

NEW YORK INTRODUCES BILL TO REDUCE HISTORIC REGISTRATION FEES

A bill (S.B. 59) has been introduced in the New York Legislature to provide that historical vehicle owners only pay a one-time registration fee of \$100 upon initial registration.

We Urge You to Contact Your State Legislators Immediately
to Support S.B. 59

- The reduced registration fee would be available to owners of historical vehicles owned and operated as an exhibition piece or collector's item and used for club activities, exhibits, tours, parades, occasional transportation and similar uses.
- Under current New York law, a historical motor vehicle is either a vehicle manufactured more than 25 years ago or one which has unique characteristics and which is determined to be of historical, classic or exhibition value.
- The \$100 one-time fee would replace the current annual fee of \$23.

Contact your own state legislators in Albany immediately by phone, fax or e-mail to support this legislation. If you need assistance in determining who your legislators are and their contact information, please contact the New York legislature's General Information Line at (518) 455-4218. This information can also be obtained by calling the SEMA Washington, D.C. office at 202/783-6007, ext. 38 or via the Internet at <http://www.semasan.com/ContactYourLegislator.aspx>

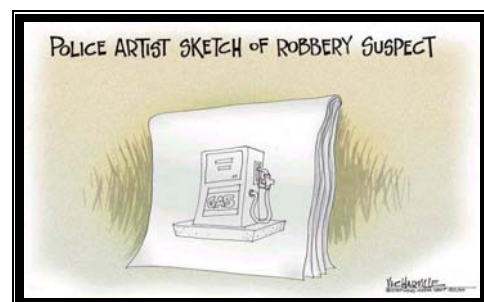
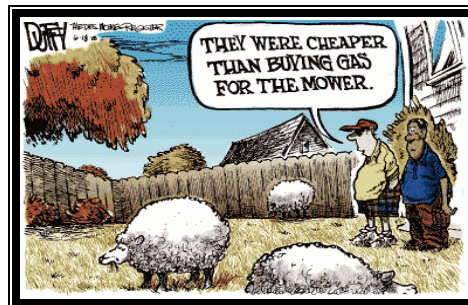
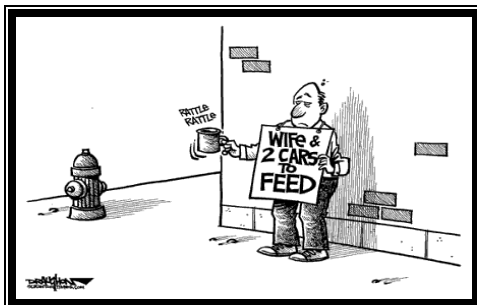
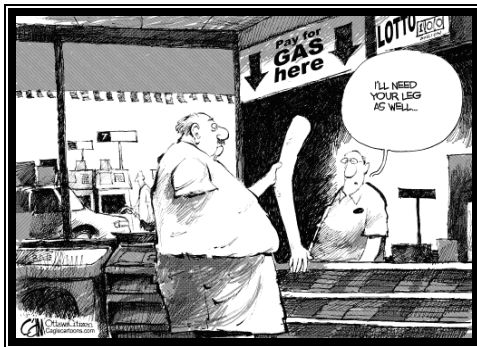
SEMA Washington Office
1317 F Street, NW, Suite 500
Washington, DC 20004

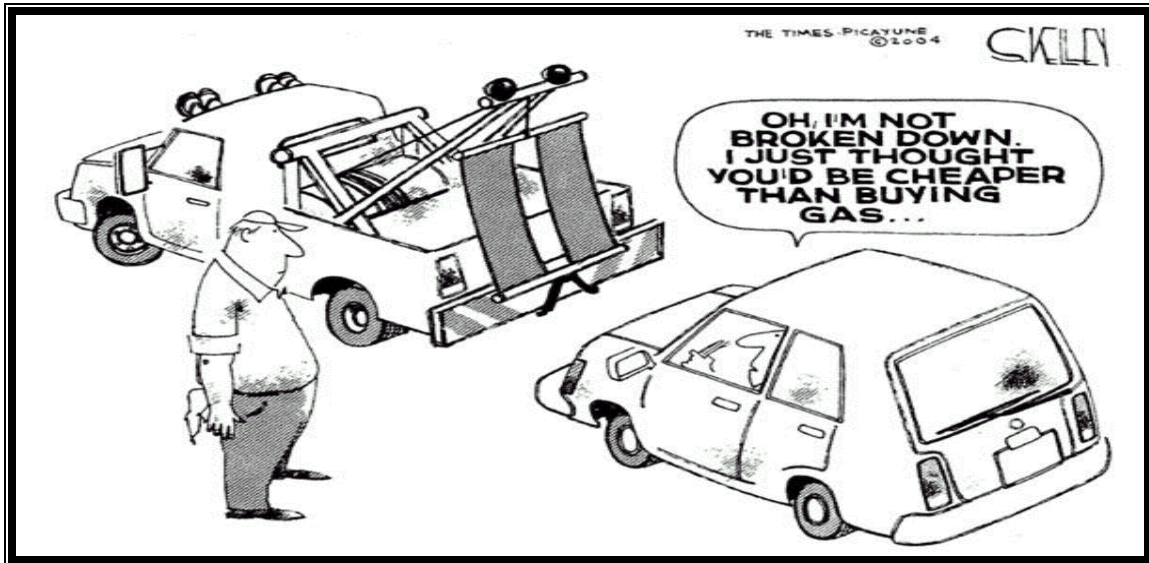
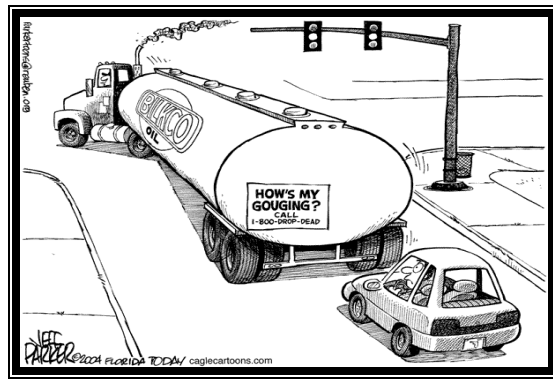
FOR SALE

Information courtesy of Gary Naus

FOR SALE: 1964 Corvair Spyder Convertable, 4spd.trans.turbo,red, good floors, needs some bodywork and interior upholstery, asking \$1000. Pictures are available. Contact Walter Kinter, (607) 757-9711, or walt@kecl.com, 635 Dickson Street, Endicott, NY 13760.

Gas Prices Getting You Down? Cartoons for You





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 OVER 670 pages OVER 1900 photos
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Your Corvair Parts Supplier for the 21st Century!



Corvair Powered Military Vehicle For Sale

Here's your chance to own one of the most unique Corvair-powered vehicles ever built...a 1966 Canadair XM-571 Dynatrac. It's a tracked, amphibious, two-unit articulated hauler built by Canadair Limited in Montreal for the US Army. One of only 63 Dynatracs built, it's powered by a 70hp (net) Corvair engine with a Dana two-speed transfer case and 4-speed transmission. When coupled, the two units are steered by hydraulic rams. Uncoupled, the front unit steers by track brakes. Parking brake is a large disc on the driveshaft.

The Corvair engine was heavily re-engineered by Chevrolet for this application and was built on its own assembly line at Chevy's Tonawanda plant. The engine sits facing forward at the front of the vehicle, with exhaust exiting forward via unique exhaust manifolds that pass through the damper doors. A totally different oil filter adapter casting allows a topside oil filler and huge 24V alternator to be used, though this Dynatrac's been converted to a 12V system. A Vickers hydraulic pump mounts on the right side of the engine, driven by the crankshaft pulley. A broken fan belt warning switch lets you know right now if the belt breaks or flips off...not too cool in the middle of combat!

Some Dynatracs saw service in Viet Nam, and you might find one over there. But this is one of two known in captivity here (the other is missing the second, trailing unit, its front sheet metal and is ROUGH). It's located in Bullhead City, Arizona, just south of Las Vegas. It drove in to where it's parked about 15 years ago so you'd have to go through all the systems to get it going, and an original khaki paint job might be nice. It spent some time in Florida and was modified there for Everglades use, with a large roll cage on the front unit that replaced the windshield. The winch has been removed and someone borrowed the carbs & linkage but never returned them.

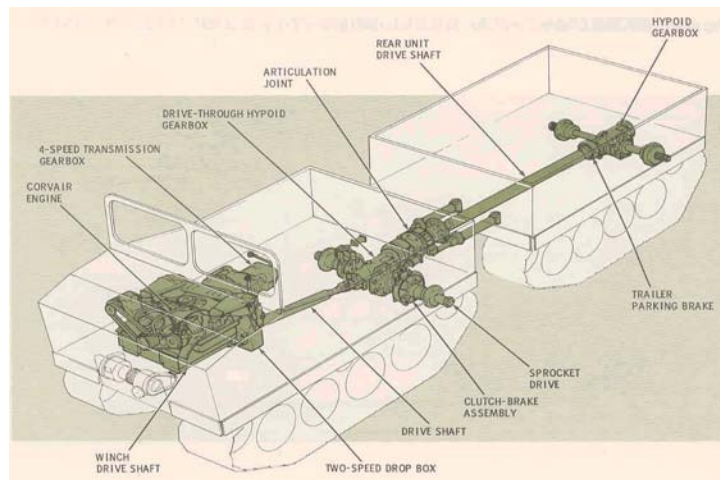
If you'd like an ultimate Corvair project vehicle, this is it. The drivetrain has much GM design heritage...this isn't just a Vair dropped into a weird vehicle, as is. Attached are two photos plus a Canadair pic of the vehicle layout to give you a better idea of how it was designed.

The owner recently passed away and the Dynatrac's being sold by his son, Howard Travis. He's looking at \$10K to make it yours. You can

contact him at 928-234-2764.

If anyone else has pictures of, or information about other Dynatracs that may have survived, please contact me at chevrobia@juno.com. I looked over this one, if you have any questions about it.

Dave Newell



This was on virtual vairs as well as the Corvanatics list..... neat tale of Fearlessness for those "afraid" to drive their Vairs more than locally.....Gary

Road Trip Saga: Yuma to Victoria (very, very long) ---no kidding! It's 1700 freakin' miles!

Some folks have been asking about our adventurous trip bringing a 1961 Rampside w/Scamper Camper from Yuma, Arizona to Victoria, British Columbia this past weekend. I am now sufficiently recovered that I should be able to sit down and put my thoughts in some kind of reasonably coherent form.

Last fall one of our buddies decided he wanted a Rampside. As he is the only member of our little clan that doesn't have a 'vair we put things into high gear and began the search for a Rampside for him. This culminated in a reconnaissance trip down the Washington State examining any RS we could find whether it was for sale or not. In the end we hit the mother-lode and found an elderly gentleman that had one on his property that he had sold two years previous but the current owner had never come to pick it up. It was a serious project, but it was still in original blue paint which meant there was no hiding any bumps, dents or warts. (Many thanks to Rollie for turning us onto this vehicle, while so sick he sounded like he had one foot in the grave) While we were inspecting this RS the gentleman mentioned that if we liked this one, then we should see the TWO more he had down in Yuma. I had an old friend in Yuma who was kind enough to go out to take pictures of these 'vairs for us.

One was a white '62 with a scamper, the other a yellow '61. Pretty soon our gang had Rampside Fever and we worked it out that Shawn would acquire the abandoned blue RS, James would take the white one with the camper and I would fulfill my long held dream of a RS of my own with the Yellow one. Shortly afterwards we made yet another trip down to Seattle to pick up the blue Rampside and it has received many hours of work and will be going in for paint very soon.

Life has a way of taking funny changes and James (and Terri's) new baby arrived at the end of April and he lost interest in the white Rampside. I however, was absolutely in love with the lonely yellow Rampside. After some negotiations with the current owner (over several

months, much patience required) it was worked out that I could purchase the Yellow Rampside AND the camper from the white one. Turns out, after agreeing to sell the white rampy to James, the owner had had a change of heart and didn't want to part with the white rampside, but at 84 there are no plans for camping in the near future and he was more than happy to sell the camper.

So I've got a deal worked out, the only problem is I've got to get to Yuma, move a 800lb camper from one RS to another and then get the whole kit and kaboodle home to Victoria, over 1700miles away! So begins our adventure....

Steve Paine of CNW, a seriously great guy, and friend, was kind enough to pick us up at the pier in Seattle, and then drive us to the airport. "Us" being myself and Mike (of Westbrier fame) We arrived around 11:30pm of Thursday May 5th and began the process of ensuring our four bags, weighted down with tools, reference material and spare parts wouldn't exceed the 50lb per bag weight limit. Lucky for us the scales at the check-in counter aren't turned off and with nothing better to do we began moving items from one bag to another in search of the perfectly weighted luggage. In the end we had each bag within ONE POUND of the maximum allowed! Unfortunately U.S.Customs was not so thrilled with a few of my spare parts; the back up fuel pump and pertronix equipped distributor were pulled from my baggage and held by the airline. Kudos to AmericaWest Airline for holding the parts in trust (they could have simply let the Customs Service dispose of them) and further kudos to Steve Paine for agreeing to come back into Seattle to pick them up at their desk.

Our flight left Seattle at 5:40am on Friday and we arrived in Yuma at 11:00am. The friend I hadn't seen in 13 years came out to the airport, picked us up, took his to his place for a shower and spent most of the rest of the day driving me around Yuma in search of parts we'd identified from our preliminary inspection as being in need of replacement. Mike had worked his magic on the carbs, and thankfully the yellow RS was equipped with an electric fuel pump that allowed us to pump out the fuel lines without running a dry motor (over six years since it had last turned a crankshaft) or pumping bad fuel into the carbs. A new master cylinder, a brake inspection, bleeding, greasing, etc. etc netted us a vehicle we could take for a drive by late Saturday night. We still had several hurdles to overcome, including new tires and a temp. license to be allowed on the

roadways. My old friend from Yuma had pointed out that we could get our temp plate on line, so late Saturday afternoon we headed into Yuma and found an internet cafe at about 4:05. Unfortunately the cafe closed at 4:00 on Saturdays, but some door knocking and serious begging allowed us access to the net. Yet more unfortunate, the cafe didn't have a printer, so I saved, cut and pasted the browser page for the license every way I knew how and emailed it across to the UPS store to be printed out. Thankfully the girl at the UPS store was able to print out one of the images so we now had a valid AZ temp plate. It was now 4:40 and we had 20 minutes to travel the rest of the way from the Foothills into Yuma to the Discount Tire to pick up both some tires I had ordered for my Corsa coupe at home, and new badly needed rubber for the RS. If we didn't make it in time we'd be stuck in Yuma until at least Monday morning and even facing the prospect that the whole thing would have to be abandoned. One more desperate phone call, this time to the Discount Tire, would they keep their doors open? We'd even resort to bribery. We pulled in just at 5:00, and the crew at the Discount Tire were good enough to stay a little later to give our mount some new shoes. A toast to the guys at the Discount Tire in Yuma, I hope the enjoyed the flat (24) of beers we tipped them with, as it was well earned!

So we've got the temp plate, new tires and the Rampy is now in reasonable running order, but there is still more work to-do. Back to the garage, we work late into the night getting the last items taken care of. Before staggering into bed Mike and I agree that if we don't have the camper transferred by 1:00 on Sunday afternoon that part of the project will have to be abandoned, and the Lovely Laura will be doomed to sleeping in a tent for the rest of her life.

Sunday morning comes early and we struggle out of bed around 8:00am. The owner of the Rampside is awake and has assembled a large group of his retired friends. The garage has a high cathedral ceiling supported with strong iron "I" beams. The plan is to put a large strap around the front overhang of the camper, and another around the rear, like big belts. The belts would be joined on the top, front to rear by a large piece of scrap, heavy steel angle iron. The angle iron would be connected to a chain hoist attached at the highest point in the vaulted ceiling. Our measurements showed that if we hit all the connections just right we should have an inch or two to spare to slide the white Rampside out from

under the camper and then move the yellow one in. Stretch in the belts/ropes/chains resulted in being a half an inch short of our goal, but letting some air out of the rear tires on both vehicles allowed us to barely make the switch. The Yellow RS had it's new camper dropped in by 12:45, just 15 minutes short of our self imposed deadline.

By 4:00pm on Sunday we were packed up and on the road to Victoria, no working fuel gauge, but we've got the odo and with some conservative calculations we should be able to figure out when we're going to need gas. 12 miles out of Yuma the speedo cable snaps. Now we're faced with the prospect of no fuel gauge, no odo and no speedo. The lack of a speedo soon results in the temp light coming on. We're trying to take it easy in the desert, but even at the best of times it's hard to hear an engine (all 80hp btw, coupled to a four speed) in a Rampside, drop a camper on top of it and it becomes virtually impossible. We pull over and check the oil (could be pressure too right?) and while I've certainly seen 'vair engines that felt hotter after say, a big climb over a mountain pass, we're not going to try to second guess the temp gauge. So we try to keep out of the throttle too much and gently nurse her north through the desert. The temp light comes on three more times, but as soon as we're out of the arid and hot air it never comes on again. We push on that night focused on the idea that we might have just timed it perfectly to get through the nightmare of LA traffic. It turns out we did, and by 4:00am we are safely north of LA in a Walmart parking lot, our eyelids are heavy, but we made it. This gets us to my second worst case scenario (worst case being abandoning the vehicle even before leaving Yuma) Now that we are near LA it wouldn't be too difficult to ship it to Seattle if it came to that.

Monday morning we're up at 8:00am and looking for a decent meal. An IHOP is just down the road from where we're parked, but after eating, we're still looking for a decent meal. A dash into Walmart nets us a GPS so not only will we know how fast we're going, but in which direction, at what elevation and for how long we've been driving. Right next to Wally's is a Camping World. At that moment in time this intersection seemed like nirvana to us, it had food, and answer to our speedo/odo/fuel issues, AND Mirrors! I had looked all over Yuma for some mirrors that would work on the Yellow Rampside, and you'd think a town who's population doubles each winter from Snowbirds, many of them driving RVs, would

have some mirrors we could use. But my searching in Yuma had resulted in no useable mirrors, and a co-driver constantly leaning out the window to check if it was safe to make a lane change. But our hopes are fulfilled and Camping World has the absolute perfect mirrors, fully adjustable and they don't require drilling holes in the pretty yellow paint.

By 11:00am we're rolling again. The 80hp motor has found it's sweet spot between 50 and 55mph and we are becoming adept at giving the big rigs a quick flash of the lights to let them know it is safe to pull in in front of us. Trading speed for heat we nurse the Rampside up the first pass north of LA, getting down to 25mph on the steepest grades, but once you find the sweet spot in the right gear, she holds and pulls for all she's worth. That night we develop our first squeak. I've been paranoid the entire time, refusing to listen to music (headphones and a CD player, it's a barebones Rampy with no radio, cig lighter, armrests or passenger sunvisor) constantly on the listen/smell out for the first sign of trouble. We pull into a Casino parking lot and I drive around in circles while Mike jogs beside trying to identify to offending culprit. He thinks it's the front left wheel. Stupidly however, despite being in just about every autoparts store in Yuma, I have forgotten to purchase a jack, and at this hour, in this place it's highly unlikely we're going to get one. Never one to give up, I walk into the gas station searching for likely prospects to approach. The middle aged gent behind the counter seems like a good one, so I approach him and explain my predicament, and add I'd be more than happy to give him ten dollars for the rental of his jack for a half an hour or so. It turns out I was a good judge of a book's cover (or just lucky) because he had just finished doing a brake job on his daughter's car and still had all his tools with him. Mike wisely ices the deal when the gentleman opens his trunk and we spot an honest to gawd shop style jack; he whips out a fifty and says that it should be a good enough deposit to ensure we'll return the jack, besides, we're Canadian, we don't do that sort of thing. He agrees and we've quickly got the front left wheel off. The inspection doesn't reveal anything telling, but we repack the bearing just to be safe and Mike, his stock and trade being paintless dent removal, also stretches out the dust cap that shows signs on the inside of having rubbed against something. (At one time or another somebody had obviously used a hammer and tried to put the cap back on cockeyed)

And we keep on rolling, ever northward, driving in shifts, eating poorly, but always moving towards our goal. I had a huge list of places I would have like to have stopped at if time permitted, but all those in SoCal have to be abandoned in the hope that we might make it back for a ferry to the island on Tuesday night. When it becomes apparent that we're not going to make any of the Tuesday sailings it is decided that we have the time to make a few stops. The first one is a shower, and some negotiations with a motel outside of Salem nets us a half hour of hot water for twenty bucks. Possibly the best twenty dollars I've ever spent. Underground also heads the list as just about anything rubber on this vehicle is beyond saving, plus we've got the Westbrier and Shawn's blue Rampside all under construction for Portland.

One final stop was a had-to-do. Joe Macmurchie has been a huge help to our young "gang" of 'vair nuts here in Victoria, lending out his jack and sharing his years of experience with us. A while back he mentioned that Bob in Portland had a couple of rebuilt FC axles and bearings waiting for him, he'd bought them several years back but had never had the opportunity to pick them up. I knew if we managed to get as far as Portland that an effort had to be made to pick the shafts up. Bob had left them at his back door as promised, but Mike had never met Bob and I knew his eyes would pop out of his head when he saw a few of the nifty and unique items he has stashed away. Seeing we actually had time to spare now, it seemed like a good opportunity to catch some ZZZzsss. It was 5:30 on Tuesday night and we didn't have to be in Port Angeles 7:00am on Wednesday, surely Bob would be home soon..... Better yet, we were carrying our little-used beds with us, this would be a good opportunity to catch up on some sleep. At 7:30pm Bob's partner Fran knocks on the glass, not at all surprised to see a road stained Rampside parked at the curb outside her house. "He's not home yet, but come inside". So Mike and I tip toe downstairs and I try to give my co-pilot the 'vair tour, drawing back to my memory of my last visit, six years ago. We set a deadline of 8:30 to hit the road, Bob or no Bob. When the designated time rolls around I take my time saying so-long to Fran, hoping that he just might show. With my hand on the door knob headlights swing into the driveway and I get the chance to catch up with Bob, and Mike gets a first class tour, and some nifty parts to boot!

The party can't last forever though, and by 11:00pm it's time for us to hit the road once again. Oregon had

flown by, and Washington seemed to do the same, all until we hit the 101 north from Olympia to Port Angeles. I've done it twice before, and it's 119 miles always seem to be the longest ones I know. It's a slow, winding, two lane highway that travels up and down, and back and forth along the east coast of the Olympic peninsula. In day time, in a tight LM coupe it's a delightful drive. But overtired, and late at night after driving some 1700 miles it an virtually unknown 44 year old pick up truck, burdened with a heavy camper, it just seems to take forever. We do however manage to keep our attention sharp when we realize that unbeknownst to each other, we are both avid Barenaked Ladies fans (the music group, well, and the other kind too, but for the purpose of this story, just the band). With BNL's "Gordon" in the CD player and both sets of headphones on we sing ourselves awake all the way to the ferry. (I only had the headphones on one ear.... did ya think I was going to give up my paranoia this late in the game?!?!). We make Port Angeles by 5:30am, but are too afraid to go to sleep for fear of missing the ferry. So we busy ourselves cleaning up and organizing the camper for the final and most fearful stage of the journey.... Canada Customs. <insert ominous music here>

Canada Customs turns out to be a breeze, simply having to wait while they filled out the required paperwork, and then paying the GST on the value of the vehicle. By 11:00am on Wednesday we were back on Canadian soil. After dropping my intrepid co-pilot off at work I swung by the Lovely Laura's office to show her the new acquisition. I hadn't even finished her first short jaunt around the block when she began asking whether we'd be able to do this or change that to make it "ours", so I can only assume it's got her stamp of approval.

One final note. I would like to publicly thank Mike for taking on this near insane mission with me. The list of things that could have happened to ruin our trip is long, and somehow we managed to avoid them all. Even with all of our good luck however, it was still an incredibly grueling experience, to which he never got discouraged and never gave up, even though he had no reason to do this other than I call him a friend. He is a solid guy with a heart of gold and I just want to say "Thanks".

To all those on <VV> that thought the Canadian from Toronto was crazy for wanting to drive that ebay-'60 from Colorado, this is just to let you know, that all of us Canucks are a little crazy. Corvair Crazy that

is....

Regards, Joel

INTERESTING ARTICLE

By Eric Peters



2006 Dodge Charger
Cars can be like people -- the popular, good-looking ones are sometimes hard to get.

And neither are cheap dates.

In both cases, expect a lot of one-sided negotiation -- you pretty much agreeing to whatever terms are set out by the object of your desire (or listed on the bottom line of the window sticker).

In automotive terms, the Paris Hiltons of the showroom are, generally, brand-new models with high curb appeal that also happen to be in short supply -- and thus high demand. Often, the cars are not even available yet, but preproduction hype has boosted their desirability -- and thus what people are willing to pay -- to sometimes silly levels.

Dealers can (and do) charge full MSRP sticker price for these sheet metal prima donnas -- sometimes even adding "buyer's premiums" that add thousands in pure fat-fingered profit to the bottom line without batting an eye.

Take it -- or leave it.

Examples from the recent past include the launch of the Volkswagen New Beetle in the early 1990s -- and a few years later, the introduction of the retro-styled Chrysler PT Cruiser. In both cases, dealers were accepting "preorders" for these cars at prices that would choke a horse -- as much as \$30,000 for a New Beetle that today can be haggled down to about \$18,000 nicely equipped.

Dealers are able to charge outrageous prices as long as the market will bear them -- or at least until the initial buzz dies down and the formerly "it" car becomes just another car, with a dozen on the lot to choose from and plenty of wiggle

room to negotiate over the bottom line.

Before things settle out, however, you'll pay top dollar to be trendy -- or to be among the first in your state to be driving that hot new ride.

Today, a crescendo of prelaunch buzz is building around the soon-to-be-here 2006 Shelby Cobra Mustang. If you think you'll be able to get one of the first ones for anywhere near the expected \$40,000-something sticker price, you probably believe the return of Elvis via UFO live on 'Dr. Phil' is a real possibility.

Some other current year (or early '06) models with a high "gotta have" factor that will make you dig deep include:

Honda Ridgeline: Honda's first-ever truck has a high novelty factor and the initial supply is lagging substantially behind orders and interest. Don't even think about bringing your worksheet with MSRP vs. dealer invoice price. Just bring a big check.

Ford GT: The 200-mph supercar based on the famed 24 Hours of LeMans race cars of the 1960s is fetching two- to-three times its six-figure sticker -- mainly because of the one-two punch of its ultra-exotic nature combined with a short two-year production run that assures its current and future collectibility.

Toyota Prius: Demand for Toyota's high-tech gas-electric hybrid remains extremely strong -- with Toyota unable to keep up with demand. Rising gas prices have only made matters worse. Result? Dealers are charging full ticket on these gas-sipping wonders. At least you'll eventually get back at the pump what you handed over at the dealership. (Demand is also strong for the hybrid version of Ford's Escape compact SUV, though great deals are available on the Honda Civic hybrid, which has remained "off the radar" of buyer interest even though it is an otherwise excellent vehicle.)

Dodge Charger: Huge anticipation surrounds the pending appearance of the reborn muscle car legend -- especially high-performance models equipped with the fearsome 5.7 liter Hemi V-8. Expect to pay almost as much for one of these puppies as you would to acquire a classic-era "numbers matching" 383 Super Bee with a Hurst-shifted four-speed.

But there is some good news here. With the exception of exotic/low-production models like the Ford GT, the price of these others will surely drop within a year of their introduction -- after the initial

"newness factor" has worn off. Next year, for example, the Honda Ridgeline will be just another pickup, and you'll almost certainly be able to take your pick of a dozen or more sitting on your local Honda store's front lot. Ditto the Prius and other hybrids. These cars are becoming mainstream, mass-production vehicles -- no longer quirky, low-volume specialty rides you'll have to wait in line for. Supply will catch up with demand -- and prices will drop accordingly, if you're patient enough to wait a little while.

Also, it helps to be aware of a few general car-shopping rules:

- Avoid shopping for a new convertible in spring. Dealers make the most of spring fever and do their best to charge as much as possible for ragtops that many people are just desperate to get their hands on at the first sign of a break in the winter bleakness. The best time to buy a convertible? In fall -- when most people are thinking snow and dealers are anxious to get rid of their "summer inventory."

- Avoid shopping for a 4x4 in fall. The same psychology and market forces at work when it comes to convertibles drive the seasonal shift in desirability -- and thus prices -- of all-weather-capable 4x4 pickups and SUVs. Only in reverse. If you need a 4x4, try to shop for one in spring -- when 4x4 as a selling point is about as interesting as a fire log in July.

- Finally, never get emotional about any car. Follow this advice and you'll never overpay. Look at cars as you might a refrigerator, microwave oven or some other consumer product -- and you'll avoid getting sucked in to a deal you'll regret for the next five or six years -- and be reminded of every month when you cut a check for your next payment.

Ask yourself how much being trendy or being the first on your block to drive "the latest thing" is really worth to you.

And resist being taken in by the lure of a pretty face.



LINK TO SOME SAD CORVAIR PICTURES

information courtesy of Gary Swiatowy

Just the Corvairs : (up to 1965 only, because all LMs look the same?)

<http://www.classiccarsrotting.com/ccrtour3/th10065.html>

<http://www.classiccarsrotting.com/ccrtour3/th10066.html>

<http://www.classiccarsrotting.com/ccrtour3/th10068.html>

<http://www.classiccarsrotting.com/ccrtour3/th10069.html>

<http://www.classiccarsrotting.com/ccrtour3/th10071.html>

<http://www.classiccarsrotting.com/ccrtour3/th10075.html>

ILLEGAL TO HAVE SPINNERS ON A CORVAIR!!!!!!

information courtesy of Gary Swiatowy

New York: legislation (S.B. 4740) that would prohibit the "sale or use" of motor vehicles equipped with spinner hubcaps has been introduced in the New York State Legislature. Under the bill, vehicle owners could be fined up to \$150 for a first offense, up

to \$300 for a second offense and up to \$750 for a third or subsequent offense. The legislation also proposes to fine those who sell spinner hubcaps \$150 for each violation.

New York Registration: The New York State Legislature has introduced a bill (A.B. 7413) that would change the existing \$23 annual registration fee for historic motor vehicles to a one-time \$23 fee. Current law allows a vehicle to be registered as historic if it is 25 years old or older, or if the DMV determines that the vehicle has historical, classic or exhibit value.

