



CHAPTER 990

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

REAR ENGINE REVIEW

JULY 2024

The **Rear Engine Review** is a monthly publication of the **INLAND NORTHWEST CORVAIR CLUB**, chapter 990 of the CORVAIR SOCIETY OF AMERICA (COSA). Letters, articles, experiences, technical information, humor, and recipes are welcome. It was named the Inland Northwest Car Club Council's Newsletter of the Year for 2018 and 2022

Please submit your material to:

Inland Northwest Corvair Club

P. O. Box 9689

Spokane, WA, 99209-9689,

or e-mail 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!

All material must be submitted by the end 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**. **(AND, FIND US ON FACEBOOK!)**

Dues:

All INCC Members	\$10.00/yr.
Corsa Membership	\$45.00/yr.

COSA MEMBERSHIP IS STRONGLY ENCOURAGED

Corvair Society of America

Business Office

P.O. Box 68,

Long Lake, Minnesota 55356 USA

Business Hours: 9 AM - 5 PM Central Time,
Monday through Friday

Email: corsacluboffice@gmail.com

Phone: (630) 403-5010

**INLAND NORTHWEST
CORVAIR CLUB**

Advisors/Center of Interest Persons

Craig Nicol

(208) 660-2998

(At Large)

nicolcs@aol.com

John Vujovich

(509) 992-6285

(At Large)

johnvujovich@yahoo.com

Dave McChesney

(509) 325-2072

(Treasurer/Editor)

daveeva@comcast.net

(509) 768-6178 (cell)

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 supporting 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.

Please contact the editor at daveeva@comcast.net if you discover any errors in this newsletter that need to be corrected.

THE EDITOR's DESK

By Dave McChesney



From at least ten years ago. Tim, my '62 Rampside in the driveway. It may be the Fourth of July, with the flag flying from the antenna.

I have a feeling this will be a rather short and to the point newsletter. I haven't received any input from any of our members regarding anything.

Once again, I'm suggesting that we meet regularly on the last Sunday of each month, at 3 pm. Does anyone have a place in mind where we could meet? Would anyone prefer a different day and/or time? Let me know so I can get word out to the rest of the group. By the way, the last Sunday of this month, July, is the 28th

We are far enough into the year now that we may not get many events scheduled. I suggest that we take the time to prepare for the coming year so we can put out a reasonably complete club event calendar as the new year approaches.

CLUB BUSINESS CARDS



This shows the front and back of the actual card. If you would like some, let me know and I can bring some to a club event or send you some via the mail.

TREASURER's REPORT

Our Treasurer's Report is sent monthly to Inland Northwest Club members only, via e-mail and USPS. For those members well behind in payment of dues, we do not press for back dues, but only for payment of current dues. You can pay at any club event, or you can mail a check or money order to the club's Post Office Box.

CELEBRATE THE DATE!

July Birthdays

None Submitted

July 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 NIGHTS

The schedule has been updated to agree with the 2024 INCCC Events Calendar. Unless otherwise stated, events run from 6 to 8 pm. If you plan to go, contact fellow INCC members and invite them along. Please send pictures and/or write-ups for our newsletter.

Monday

Paul Bunyan

8625 N. Government Way, Hayden, ID

Tuesday

Zip's Drive Inn

12218 N. Market St., Mead, WA

Wednesday

Paul Bunyan

13735 Hwy 53, Rathdrum, ID

Kalispel Casino

420 Qlispe River Way, Cusick, WA

Indian Trail Shopping Center

8800 N. Indian Trail, Spokane, WA

Thursday

Ron's Drive Inn

12502 E. Sprague Ave., Spokane Valley, WA

Friday

Zip's Drive Inn

1005 S. Main St., Deer Park, WA

REAR ENGINE REVIEW

Saturday

Lone Wolf Harley-Davidson

19011 E. Cataldo, Ave, Spokane Valley, WA

May – Sept 2nd and last Saturday, 2 – 4 pm

2024 EVENT SCHEDULE

More detailed information will be available as we get closer to each specific event. Club events are "boxed." At this point in time, nothing here is set in concrete. Note, much of what is on this schedule is suggested and not set in stone.

Suggested: Monthly club gathering the last Sunday of each month at 3 pm. Location to be determined. Any location suggestions?

July 2024

Sunday – Friday, July 21-26,
International Corvair Convention
Marriott at the University of Dayton
14845 S. Patterson Blvd, Dayton OH 45409
www.daytoncorvairclub.com for information

August 2024

Quarterly meeting/Tech-N-Tune/Other TBD

September 2024

Palouse Days Open Car Show

Saturday, September 14th. I've sent copies of the registration already and can resend it if you need or want it.

(Rather than participating in the car show, I may see if I can get a few fellow members of Spokane Authors to set up a booth along Main Street and sell books.... Dave Mc)

Haul-Ass to Harrison Open Car Show

Saturday, September 14th. (Looks like an "either/or" situation...)

Harrisonchamber.idaho@gmail.com for more information.

October 2024

November 2024

Quarterly meeting/Tech-N-Tune/Other TBD
Planning meeting for 2025?

December 2024

Club Christmas Dinner (TBD)

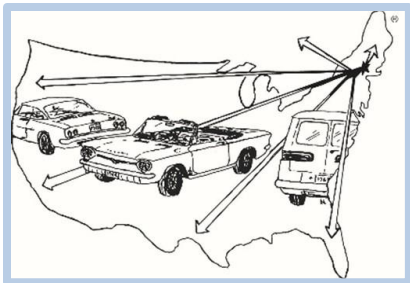
Clark's Corvair Parts

CATALOG- over 450 pages, free with an order,
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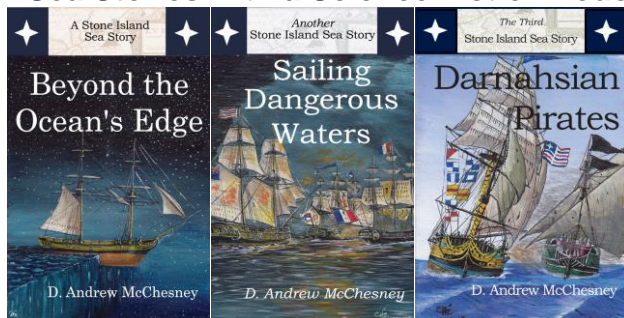
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Contact the author: daveeva@comcast.net

Space Utilization

Currently, we will have a page and a half that is blank, and I hate the idea of excessive blank space. So I thought I'd include the opening of the first Stone Island Sea Story....

Beyond the Ocean's Edge: A Stone Island Sea Story

Chapter One A French Surprise

In February 1801, off the French coast, His Britannic Majesty's Frigate *Theadora* intercepted four French merchantmen attempting to evade the British blockade. After a short chase, and as she prepared to fire a warning shot, the four came about and hove to. The frigate lowered boats and sent one to seize each of the enemy vessels.

The launch, *Theadora's* largest boat, crept steadily towards the waiting barkentine. Edward Pierce, the third lieutenant, nudged the tiller to keep the boat on course, making the slight changes in heading without conscious thought or effort.

"A routine operation, do you think, sir?" asked Midshipman Thomas Morgan. His oldest uniform, purchased before a final growth spurt, fit snugly. The midshipman's white collar patches were stained and dirty.

"One would think," answered Pierce. "Still, something about it doesn't set well."

The launch topped a crest and the Frenchman appeared to be noticeably closer. The forty British seamen in the launch would board the apparently surrendered merchantman, place the crew under guard, and search the ship. Once certain that none of the crew was hiding and that the cargo posed no risk to a prize crew, the majority would return to *Theadora*. Morgan and eight hands would remain onboard, with orders to sail to any English port.

"How is that, sir?" questioned Morgan, continuing the conversation.

"Do consider the ease with which we have reached this point," replied Pierce.

As they drew nearer, Pierce sensed strongly with each passing moment that something wasn't as it should be. He felt uneasy and his suspicions deepened. It gnawed at him, distinct from the nervousness he had when facing danger. He had learned to accept that, although he wished he could face

deadly peril with the same nonchalance that everybody else seemed to exhibit. His stomach would knot, he would urgently need to move his bowels, and a seasickness-like wave of nausea would wash over him. But it was perfectly normal for him, he recalled. Once action was joined, the symptoms would disappear.

"We sight them after dinner, just into the afternoon watch. Do they panic and flee in separate directions? *Theadora* is but one ship. Surely two or three could escape while we take one or two. Did you observe, Mr. Morgan, their quickness and precision in coming about? No disorder and confusion, as expected of undermanned and panicked merchant seamen."

"Aye, it did have a smart look to it. Many an admiral would be proud, did his fleet maneuver that well."

"I expected a longer and more intense chase," said Pierce. "Surely *Theadora* is handier and faster in these seas, but it should have lasted further into the night. Amazingly, we caught them in less than four hours!"

As they waited for the English boarding parties, the French crews maintained a rigid sense of order. Sails were constantly trimmed. No one seemed to spend their last moments of freedom raiding the spirit lockers and getting cannon-kissing drunk. Not all merchant crews awaiting capture did that, but it was known to happen. It was strange that they kept their ships in such perfect order, even if they were sober.

"They did not wait for the warning shot to be fired," commented the midshipman.

"And the bow chaser cleared away and ready to fire when they hove to. The barkentine led, but the others swiftly followed. Again, that strangely precise seamanship," added Pierce.

"Perhaps they want to be taken."

"Aye, they might be refugees, *émigrés* seeking safety from the guillotine. But why did they run? And now they don't signal or send a boat. They simply wait to be boarded."

Pierce looked across the water. A hundred yards away, Sollars, the second lieutenant, was in the first cutter as it headed

towards the second Frenchman. Beyond him, Mr. Forrest, the first lieutenant, commanded the second cutter, and Mr. Small, the senior midshipman, the gig, as they pulled towards their assigned prizes.

The seamanship haunted Pierce. It hadn't been typical of merchant seamen, French or otherwise. It had been more disciplined, more precise in its execution, like well-trained and well-led naval crews. French merchantmen sailed by naval crews who were apparently surrendering. But why? Were the French up to something beyond giving themselves up? Or was his imagination playing havoc with the reality of the situation? It would be best not to take chances and be prepared for any ruse the French might offer.

"Mr. Morgan!" Pierce said.

"Aye, sir?" replied the sandy-haired midshipman.

"When we board, your prize crew to cover all access below. No one on deck without permission!"

"Aye aye, sir!"

"Simmons!"

"Aye, sir?" The grizzled seaman looked up. His graying pigtail bobbed with the motion.

"Ensure the carronade is ready! Fire at my word, or should the situation demand it! It will warn the others, if the Frogs are up to something."

Normally Pierce would not have explained in such detail, but with Simmons it was best to do so. The man was a superb seaman and an expert gun captain, but years of hard drinking, fighting, and whoring had deprived him of his common sense.

"For all of us," began Pierce. "We board as if under fire. Do not wait for myself or Mr. Morgan to board first. All hands on deck, rapidly as can be, and ready for a fight!"

That brought a chorus of cheerful "aye aye, sirs!" several grins, and even some winks as the boarding party reacted excitedly to the prospect of combat. Voices rose; men jostled and nudged their shipmates. An oarsman missed his stroke, caught a crab, and threw the starboard side oars out of rhythm. The launch veered drunkenly.